



# *Appropriations* REQUEST



Missouri Department of Transportation • Fiscal Year 2019

First Print

**Missouri Department of Transportation  
FY 2019 Appropriations Request  
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## Department Overview

---

The Missouri Department of Transportation (MoDOT) is committed to providing the public with a safe and modern transportation system. MoDOT's mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

MoDOT is responsible for maintaining the seventh largest state highway system nationally with 33,856 miles of highway and 10,403 bridges. In addition to designing, building and maintaining roads and bridges, MoDOT works to improve airports, river ports, freight development, railroads, public transit systems and pedestrian and bicycle travel. The agency also administers motor carrier and highway safety programs. MoDOT's appropriations request of \$3.11 billion provides funding for all of these services; however, 17 percent of the appropriations request consists of transfer and refund appropriations, which are necessary for accounting purposes, but do not provide goods and services to taxpayers.

The Tracker, a quarterly publication, is MoDOT's organizational performance management system. MoDOT uses it to measure performance in key customer satisfaction areas such as keeping roads and bridges in good condition, keeping customers and ourselves safe, advancing economic development and operating a reliable and convenient transportation system. Information in the Tracker is used to guide departmental operations by focusing scarce resources. While key performance measures have been included in the program descriptions, The Tracker, which can be located at <http://www.modot.org/about/Tracker.htm>, provides the full set of performance measures used by the department.

### Missouri Highways and Transportation Commission

The Missouri Highways and Transportation Commission is a six-member bipartisan board that governs MoDOT. Commission members are appointed by the governor for a six-year term and are confirmed by the Missouri Senate. No more than three commission members may be from the same political party.

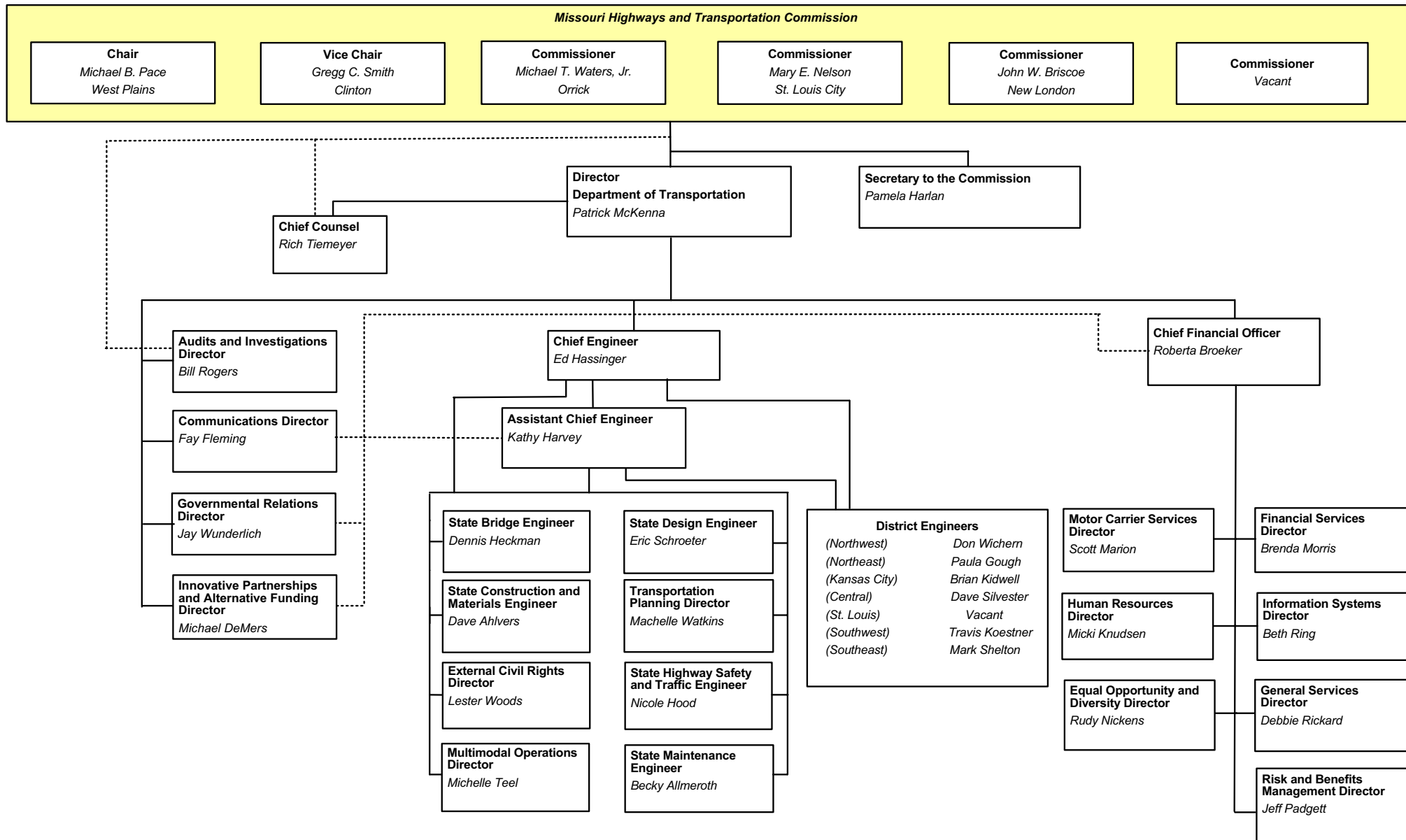
The Commission appoints MoDOT's director and the secretary to the commission. The director is responsible for all other employee appointments and hires.

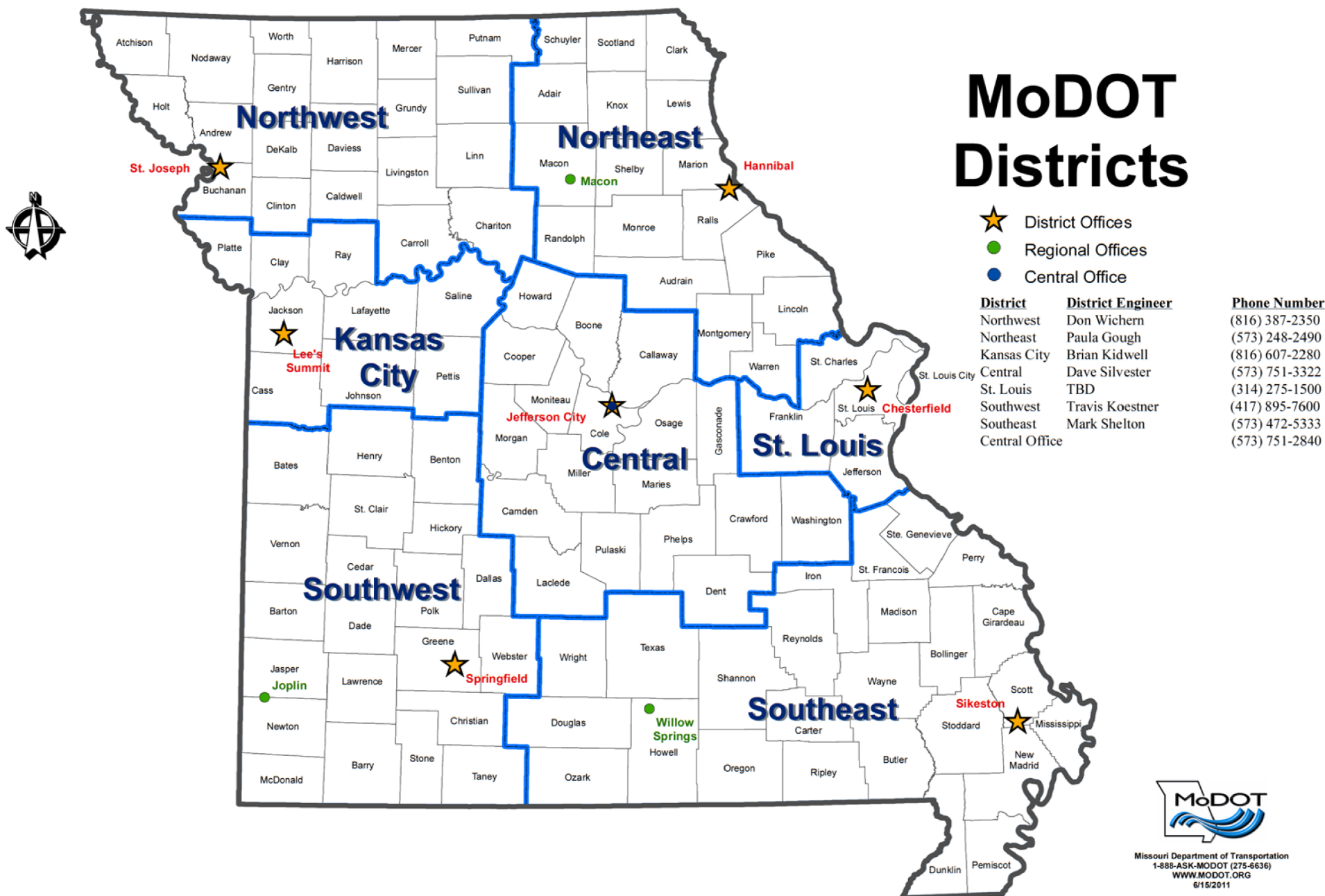
MoDOT's organization chart is shown in Figure 1.

### Districts

MoDOT is divided into seven regions called districts, which are shown in Figure 2.

# Missouri Department of Transportation

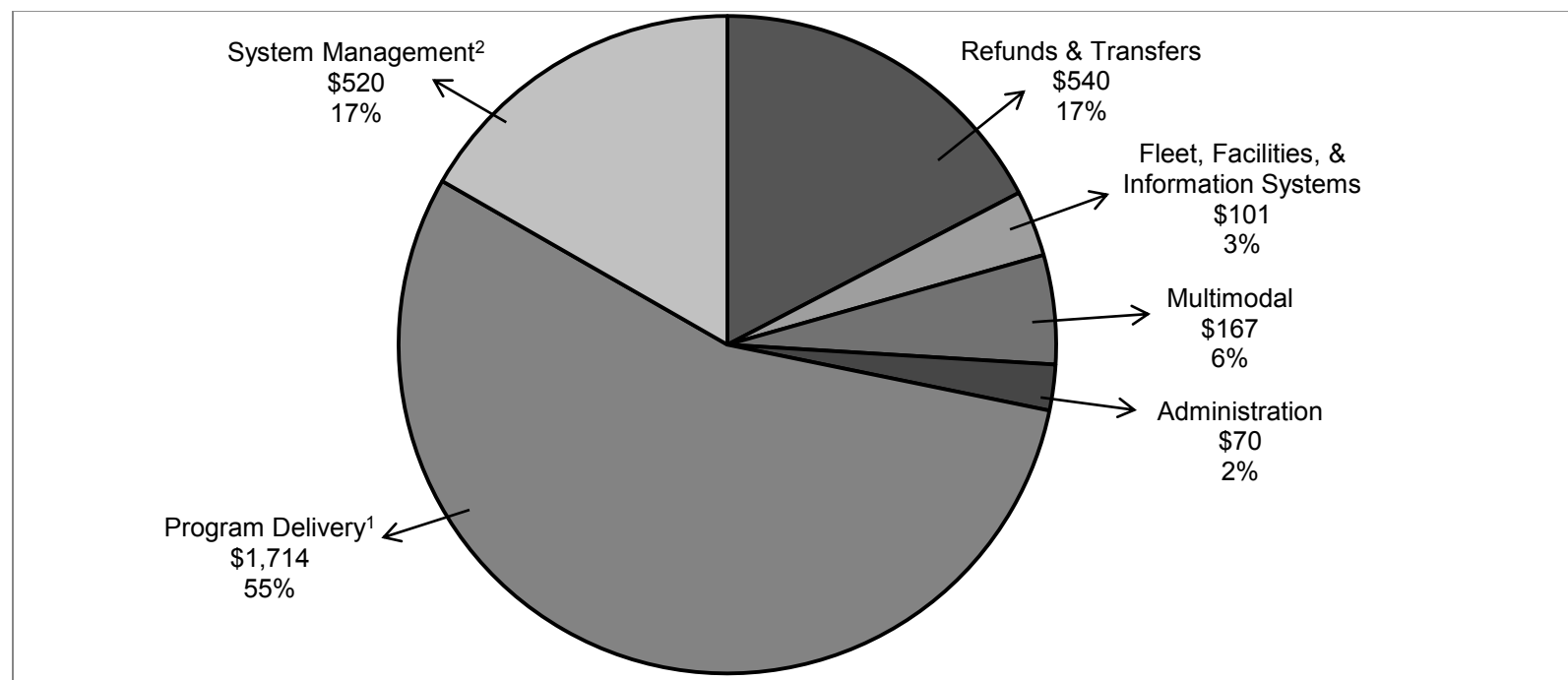




## Appropriations Request

The \$3.11 billion request for fiscal year 2019 represents a slight increase from the fiscal year 2018 truly agreed and finally passed budget. Figure 3 shows MoDOT's fiscal year 2019 appropriations request by major expenditure category.

**Figure 3: Fiscal Year 2019 Appropriations Request by Major Expenditure Category (shown in millions)**



<sup>1</sup> Program Delivery consists of Personal Services, Fringe Benefits and Expense and Equipment for the divisions of Construction, Transportation Planning, External Civil Rights and Design; Contractor Payments; Design and Bridge Consultant Payments; the Accelerated Program; Right of Way purchases; Federal Pass-Through; and Debt Service.

<sup>2</sup> System Management consists of Personal Services, Fringe Benefits, Expense and Equipment and Programs for the divisions of Maintenance, Highway Safety and Traffic and Motor Carrier Services.

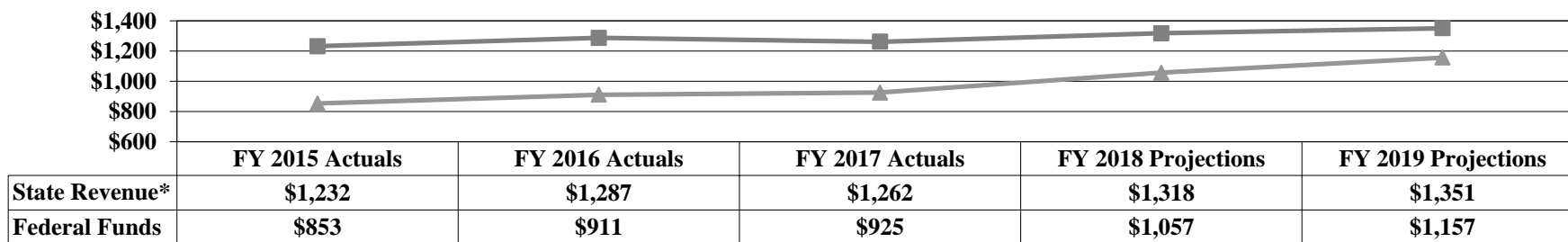
## Funding

Actual revenues for not only roads and bridges, but also other modes of transportation, for the previous three years, and projected revenues for fiscal years 2018 and 2019 are shown in Figure 4. Figure 5 shows actual transportation funding for fiscal year 2017. The Federal Highway Administration revenue and mileage reports rank Missouri 46<sup>th</sup> in revenue per mile, meaning only four other states' revenue per mile is lower than Missouri's.

State revenues and federal funding are estimated to be \$2.5 billion in fiscal year 2019. Approximately 45 percent of the state revenue from highway user fees is generated by Missouri's fuel tax of 17 cents per gallon on gasoline and diesel fuel. The state fuel tax rate has not increased since 1996. The remaining state revenues include sales taxes on motor vehicles and motor vehicle and driver licensing fees. As shown in Figure 6, city and county governments receive 25 to 30 percent of the funds, depending on the type of user fee. MoDOT also receives appropriations from the following funds for support of various programs: General Revenue, Motorcycle Safety Trust, Grade Crossing Safety, Railroad Expense, State Transportation Assistance Revolving Loan, State Transportation, Aviation Trust, Multimodal Federal, Motor Carrier Safety Assistance Federal and Highway Safety Federal.

MoDOT's largest source of transportation revenue is from the federal government. Funding is received through various federal transportation agencies including Federal Highway, Transit, Aviation and Railroad Administrations. In December 2015, Congress passed a five-year federal transportation reauthorization act entitled Fixing America's Surface Transportation (FAST) Act. The FAST Act is estimated to provide on average 2.9 percent or \$27.1 million more in federal funds to Missouri, annually.

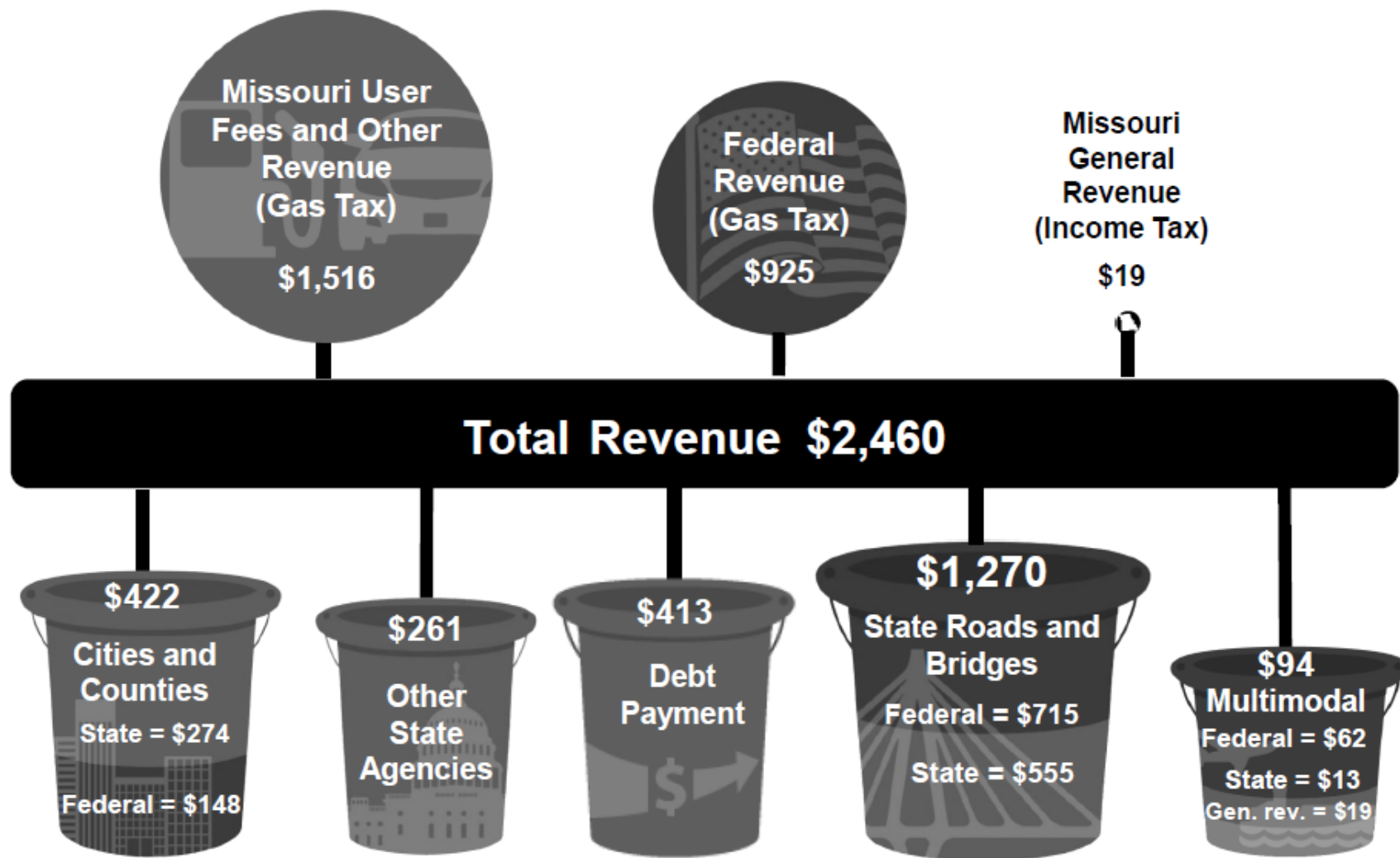
**Figure 4: Actual and Projected State Revenues and Federal Funds for Fiscal Years 2015-2019 (in millions)**



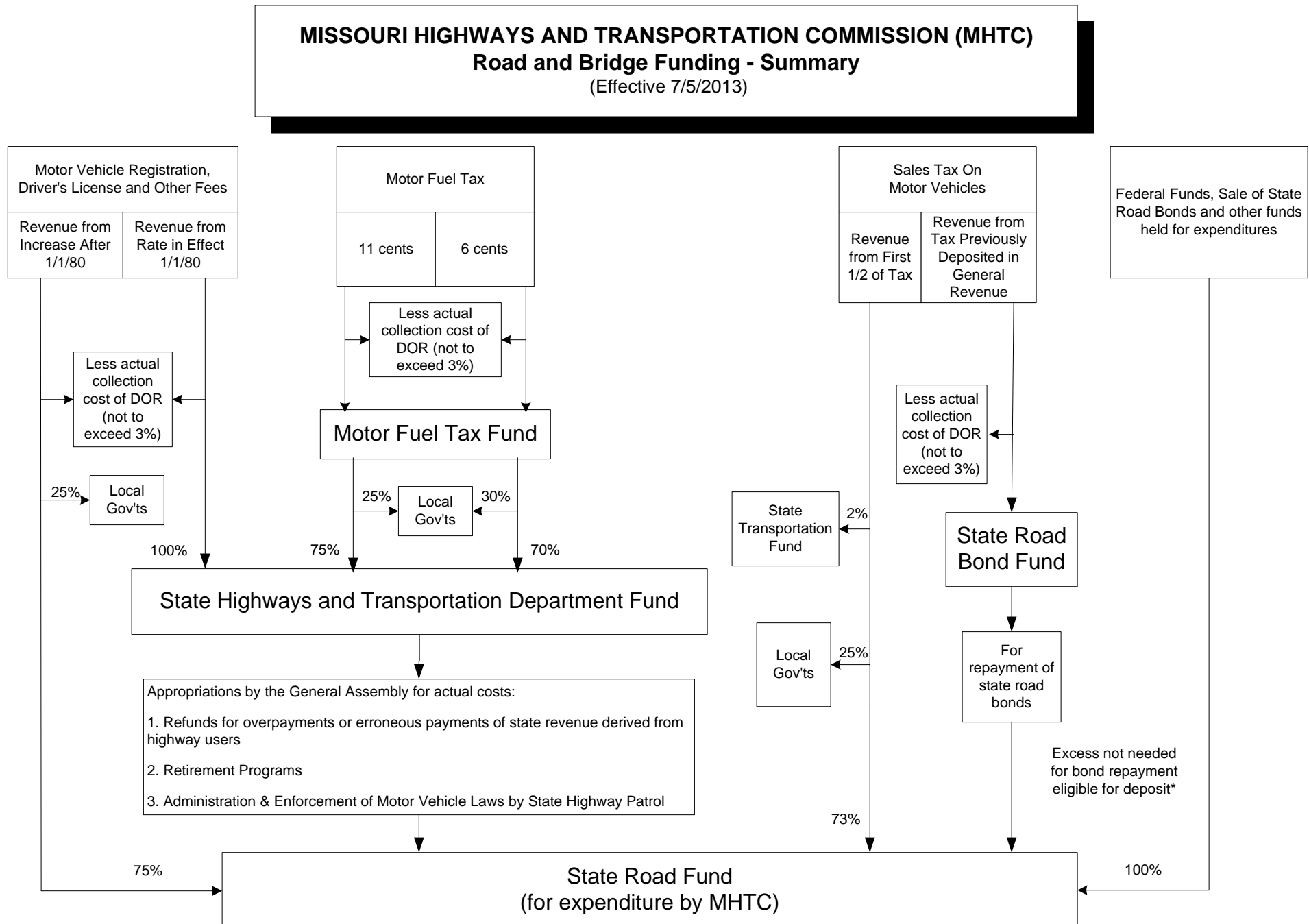
\*Does not include highway user revenues distributed to cities and counties.



Figure 5: Missouri Transportation Funding for Fiscal Year 2017 (in millions)



**Figure 6: Missouri Highways and Transportation Commission Road and Bridge Funding Distribution**



\*Requires certification by the Commissioner of Administration and the Missouri Highways and Transportation Commission.

## MoDOT's Priorities and the Future of Transportation in Missouri

MoDOT has taken dramatic steps over the last several years to reduce costs and form a leaner, more efficient agency. We continue to work every day to improve the condition of our infrastructure and our organization. Our top priorities are:

- Safety – Keeping ourselves and our customers safe
- Service – Providing Outstanding Customer Service; Deliver Transportation Solutions of Great Value and Use Resources Wisely
- Stability – Keep Road and Bridges in Good Condition; Operate a Reliable and Convenient Transportation System and Advance Economic Development

These priorities are where the department will focus its attention and spend its limited funds. MoDOT has developed asset management plans for each district with the goal to maintain current pavement and bridge conditions. Without preventative maintenance, the cost of improving a road or bridge in poor condition can cost four to ten times more per project.

## Statewide Transportation Improvement Program (STIP)

MoDOT plans its highway and bridge construction schedule using a rolling five-year plan called the STIP. MoDOT works with the public, metropolitan planning organizations, regional planning commissions, modal partners and local officials to determine the highest priority projects. MoDOT is committed to involving the public, local officials, transportation stakeholders and other interested parties in the process of evaluating needs, selecting projects and defining the work to be done. MoDOT's planning framework emphasizes the value of local input. It has won awards and become a national model for transportation planning.

Annually, the department prepares a financial forecast that is used to develop the STIP. The financial forecast for the 2018-2022 STIP was presented to the Commission on January 4, 2017.



## Maintenance and Traffic Management

MoDOT's work does not end when a road is built. Maintenance and Traffic Management keep traffic flowing safely and efficiently. MoDOT provides snow removal, signing, striping, litter control and mowing services; intelligent transportation systems (ITS) maintenance, maintains roadsides and rest areas; and completes routine road and bridge repairs. The department monitors traffic trends and plans improvements. MoDOT has established a clear direction of practical operations to determine ways to increase efficiency and save money. These areas include winter operations, signing, striping, mowing and pavement maintenance. By managing resources in these key areas, MoDOT can direct more funding to the construction program, in an effort to better maintain roads and bridges.

## Motor Carrier Services

MoDOT's Motor Carrier Services (MCS) operates a customer-focused e-business. Timeliness and safety are important to the commercial motor vehicle (CMV) industry and consumers. MCS strives to minimize the time carriers spend on credentialing by providing the functionality to manage their business at a single physical location (a one-stop shop) or from the carrier's place of business via web applications available 24 hours a day, 7 days a week. MCS strives to reduce CMV fatalities and disabling injuries through safety programs that provide education, early intervention and addressing unsafe carriers who refuse to comply with safety regulations. MCS partners with state, federal, national and international entities to meet public and carrier needs, facilitate efficient movement of freight and utilize data to promote economic development. MCS annually serves approximately 34,000 customers; issues more than 359,000 credentials or permits including approximately 155,600 oversize- overweight permits; conducts approximately 525 interstate and intrastate safety interventions; over 1,060 interstate new entrant safety audits; and about 1,710 commercial motor vehicle inspections.

## Highway Safety

Calendar year 2016 ended with a substantial increase in fatalities on Missouri roads. After ending 2014 with 766 fatalities and 2015 with 870 fatalities, the preliminary 2016 fatality number is 949. Sixty-four percent of the drivers and passengers killed in 2016 were not wearing seat belts. In addition to the tragic loss of life and the impact to individual families, these fatalities result in an economic loss in Missouri totaling over \$9.1 billion based on information from the U.S. Department of Transportation. Through research, analysis of crash data and review of best practices, MoDOT's Highway Safety and Traffic Division develops programs that address high risk driver behaviors such as failure to use safety belts and child safety seats; impaired driving; speeding; and distracted driving, such as texting or talking on a cell phone while driving. MoDOT staff implements projects involving engineering, enforcement, education and emergency medical services that improve highway safety and reduce traffic fatalities and injuries.

## Major Program Initiatives

### Poplar Street Ramp Project

Work is currently underway on improvements to the eastbound bridge (eastbound I-64 and northbound I-55) over the Mississippi River. Crews are placing a new overlay on the bridge and widening the ramp from northbound I-55 to the bridge. The total project cost is \$54 million and is expected to be completed in fall 2018.

### St. Louis District Safety Project

MoDOT will be making safety improvements at 31 locations in Franklin and St. Charles counties. This project, costing \$24 million, is being completed using a design-build project delivery method. A variety of safety improvements will be made, including pavement treatments, reflective pavement markers, rumble strips and flashing stop signs. Construction is expected to be completed by fall 2019.

### U.S. Route 54 “Champ Clark Bridge” over the Mississippi River – Pike County

Construction will begin in the fall 2017 on a new bridge over the Mississippi River, connecting Louisiana, Missouri with the state of Illinois. In 2015, the project received a \$10.0 million Transportation Investment Generating Economic Recovery (TIGER) Grant from the U.S. Department of Transportation. The project was awarded in June 2017. The estimated cost of \$65.0 million will be split between Missouri and Illinois. The new bridge is expected to be completed by November 2019.

### U.S. Route 47 over the Missouri River – Franklin and Warren Counties

MoDOT, along with the city of Washington, Franklin County and Warren County, will replace the deteriorating 1936 Missouri River Bridge, located on Route 47. This bridge provides a vital link between Warren County and Franklin County. The project is expected to cost \$69.0 million. In 2014, the project received a \$10.0 million TIGER Grant from the U.S. Department of Transportation. The groundbreaking for the new bridge was in August 2016, and the project schedule calls for construction of the new bridge to be completed in 2019.

### I-435 South Loop Link

The Missouri Highways and Transportation Commission hopes to select a contractor in December 2017 to design and build improvements to Interstate 435 from the Kansas state line to Interstate 49. Construction on the \$74.8 million project is scheduled to begin in the summer of 2018 and will last through the spring of 2020. The I-435 corridor was originally constructed in 1966 as

a six-lane freeway, and an additional lane was added in phases from 1983 to 1994. Improvements have been made over the past 20 years by both MoDOT and the Kansas Department of Transportation, but overall this corridor has been left virtually unchanged. This project will address congestion as well as the aging bridges.

## Multimodal Transportation

MoDOT works with cities, counties and regional authorities and providers to plan improvements for aviation, railroads, public transportation, freight development and waterway facilities in Missouri. MoDOT is requesting approximately \$167.0 million to fund multimodal services in fiscal year 2019.

### Aviation

Missouri has 123 public use airports, and 109 of them are eligible to receive federal and/or state funds through MoDOT. Missouri is one of ten block grant states in the country, so Federal Airport Improvement Program funds are issued from the Federal Aviation Administration to MoDOT. MoDOT then subgrants funds to airports. MoDOT also issues state Aviation Trust Fund grants to eligible airports. These federal and state grants can be used for projects such as airport planning, airfield pavement maintenance, lighting projects and obstruction removal. Commercial airlines at nine airports account for approximately 12 million boardings each year.

### Waterways

MoDOT provides technical and financial assistance to develop and operate 14 port authorities and one three-state port commission in Missouri. An annual appropriation from the legislature assists those ports with administrative and capital funds. In fiscal year 2017, the ports were able to use the state appropriations of \$4.1 million to leverage over \$4.6 million in private investment and directly employ 457 people. Missouri has 1,050 miles of navigable waterways on the Missouri and Mississippi rivers, and those waterways are used to transport multiple commodities such as raw materials, manufactured goods and agricultural and petroleum products. In calendar year 2016, total public port freight tonnage was 4 million tons. This is equivalent to 153,846 trucks on the state's highways. In addition to the ports, two publicly owned ferry services on the Mississippi River also receive federal and state funding through MoDOT. The two ferries in calendar year 2016 carried 40,196 passengers and 16,595 vehicles.

### Railroads

MoDOT administers the state's railroad program, which includes freight rail regulation, passenger rail, light rail safety regulation, highway/rail crossing safety, rail/highway construction and railroad safety inspection and outreach. An annual appropriation from the legislature supports Amtrak passenger rail service between St. Louis and Kansas City. The trains make two daily round trips between the cities with eight intermediate

stops. Amtrak also provides national service on other routes in Missouri. In fiscal year 2017, Amtrak ridership was over 170,000 passengers. There are over 3,800 public highway-rail crossings and 4,800 miles of mainline track in the state. Missouri is the fourth-most rail intensive state by tonnage carried and the tenth in total size. The rail system is also critical to the nation's passenger rail transportation and Missouri's passenger service between St. Louis and Kansas City.

### Public Transportation

MoDOT administers state and federal funds for 34 public transportation agencies and over 200 specialized transportation providers for the elderly and individuals with disabilities. Public transportation systems in Missouri provide more than 59 million one-way trips per year. MoDOT also administers the federally funded Rural Transportation Assistance Program (RTAP), providing training in defensive driving, passenger assistance and other essential skills to transit drivers.

### Freight Development

Missouri has an extensive and diverse transportation network, consisting of more than 1,350 miles of interstate highways, 4,800 miles of mainline rail track, 1,050 miles of navigable waterways and 35 airports with runways greater than 5,000 feet. Because of the investments made in our transportation infrastructure, in calendar year 2016 Missouri moved over 854 million tons of freight. Moving these products means more than 117,000 workers directly or indirectly employed by the freight transportation industry in the state. MoDOT directly supports the state's freight network by providing Freight Enhancement Program funds to non-highway projects that improve and maintain high priority freight assets and corridors that are critical to the movement of freight.



## State Auditor's Reports, Oversight Evaluations and Missouri Sunset Act Reports

| Program or Division Name   | Type of Report         | Date Issued    | Website   |
|--|------------------------|----------------|---|
| State of Missouri Singe Audit Year Ended June 30, 2016                                       | State Auditor's Office | March 2017     | <a href="https://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=548">https://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=548</a>                   |
| State of Missouri Singe Audit Year Ended June 30, 2015                                       | State Auditor's Office | March 2016     | <a href="http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=456">http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=456</a>                     |
| State of Missouri Singe Audit Year Ended June 30, 2014                                       | State Auditor's Office | March 2015     | <a href="http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=369">http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=369</a>                     |
| Department of Transportation   | State Auditor's Office | April 2015     | <a href="http://www.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=370">http://www.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=370</a>                     |
| Statewide State Flight Operations*   | State Auditor's Office | January 2015   | <a href="http://www.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=358">http://www.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=358</a>                     |
| Public Safety/Missouri State Highway Patrol's Use of Highway Funds/Year Ended June 30, 2016* | State Auditor's Office | December 2016  | <a href="http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=531">http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=531</a>                     |
| Public Safety/Missouri State Highway Patrol's Use of Highway Funds/Year Ended June 30, 2015* | State Auditor's Office | December 2015  | <a href="http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=434">http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=434</a>                     |
| Public Safety/Missouri State Highway Patrol's Use of Highway Funds/Year Ended June 30, 2014* | State Auditor's Office | December 2014  | <a href="http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=339">http://app.auditor.mo.gov/AuditReports/CitzSummary.aspx?id=339</a>                     |
| External Financial Audit Fiscal Year 2016  | RubinBrown LLP         | September 2016 | <a href="http://www.modot.org/about/general_info/documents/MoDOT2016CAFRFinal.pdf">http://www.modot.org/about/general_info/documents/MoDOT2016CAFRFinal.pdf</a> |
| External Financial Audit Fiscal Year 2015  | RubinBrown LLP         | September 2015 | <a href="http://www.modot.org/about/general_info/documents/FY15MoDOTCAFRFINAL.PDF">http://www.modot.org/about/general_info/documents/FY15MoDOTCAFRFINAL.PDF</a> |
| External Financial Audit Fiscal Year 2014  | RubinBrown LLP         | September 2014 | <a href="http://www.modot.org/about/general_info/documents/FY14MoDOTCAFRFINAL.PDF">http://www.modot.org/about/general_info/documents/FY14MoDOTCAFRFINAL.PDF</a> |

\*Indicates a review of another state agency and or separate political subdivision(s) that is related to transportation.  
There were no Oversight Division evaluations or Sunset Act reports completed.

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**NEW DECISION ITEM**  
**RANK: 1 OF 12**

|                                     |                              |
|-------------------------------------|------------------------------|
| <b>Department of Transportation</b> | <b>Budget Unit: Multiple</b> |
| <b>Division: Department Wide</b>    |                              |
| <b>DI Name: Pay Plan FY19</b>       | <b>DI# 1605005</b>           |
|                                     | <b>HB Section: Multiple</b>  |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |            |                 |                    |                    |
|------------------------|------------|-----------------|--------------------|--------------------|
| GR                     | Federal    | Other           | Total              | E                  |
| PS                     | \$0        | \$26,978        | \$9,200,291        | \$9,227,269 E      |
| EE                     | \$0        | \$0             | \$0                | \$0                |
| PSD                    | \$0        | \$0             | \$0                | \$0                |
| TRF                    | \$0        | \$0             | \$0                | \$0                |
| <b>Total</b>           | <b>\$0</b> | <b>\$26,978</b> | <b>\$9,200,291</b> | <b>\$9,227,269</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | \$0         | \$15,685    | \$5,349,048 | \$5,364,733 |
| <b>HB 5</b> | \$0         | \$2,088     | \$712,103   | \$714,191   |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952)

Notes: An "E" is requested for \$9,200,291 Other Funds and \$26,978 Federal Funds

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
| GR                                | Federal    | Other      | Total      | E          |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | \$0         | \$0         | \$0         | \$0         |
| <b>HB 5</b> | \$0         | \$0         | \$0         | \$0         |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |  |  |
|--|--|--|
| <input type="checkbox"/> New Legislation     | <input type="checkbox"/> New Program       | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate     | <input type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up          | <input type="checkbox"/> Space Request     | <input type="checkbox"/> Equipment Replacement |
| <input checked="" type="checkbox"/> Pay Plan | <input type="checkbox"/> Other: _____      |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

This request would allow the implementation of the long-term pay strategy established by the department. The department would provide a one-step pay increase and a two percent cost-of-living adjustment (COLA) for all eligible employees. The pay plan is intended to mitigate salary compression issues and improve employee satisfaction and morale in relation to pay. The desired outcome is to improve employee retention and reduce costs associated with employee turnover. MoDOT's employee turnover rate for fiscal year 2017 was 10.84 percent, up from 10.19 percent in fiscal year 2016. The estimated cost of turnover for fiscal year 2017 was \$28.0 million, up from \$25.7 million in fiscal year 2016.

## NEW DECISION ITEM

RANK: 1 OF 12

|                                     |                    |                                     |
|-------------------------------------|--------------------|-------------------------------------|
| <b>Department of Transportation</b> |                    | <b>Budget Unit:</b> <u>Multiple</u> |
| <b>Division: Department Wide</b>    |                    |                                     |
| <b>DI Name: Pay Plan FY19</b>       | <b>DI# 1605005</b> | <b>HB Section:</b> <u>Multiple</u>  |

The Department's Request for the Fiscal Year 2019 Pay Plan by fund is as follows:

|                       | <u>Increase</u>           | <u>Fund</u>                        |
|-----------------------|---------------------------|------------------------------------|
| Administration        | \$710,932                 | State Road Fund                    |
| Maintenance           | \$5,402,942               | State Road Fund                    |
| Highway Safety        | \$11,919                  | Highway Safety Federal Fund        |
| Construction          | \$2,530,954               | State Road Fund                    |
| FFIS                  | \$492,707                 | State Road Fund                    |
| Multimodal Operations | \$15,059                  | Multimodal Operations Federal Fund |
| Multimodal Operations | \$18,168                  | State Road Fund                    |
| Multimodal Operations | \$16,049                  | Railroad Expense Fund              |
| Multimodal Operations | \$10,450                  | State Transportation Fund          |
| Multimodal Operations | \$18,089                  | Aviation Trust Fund                |
|                       | <b><u>\$9,227,269</u></b> |                                    |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

The budget request for the fiscal year 2019 pay plan is based on a one-step pay increase (approximately two percent) and a two percent cost-of-living adjustment for all eligible employees.

## NEW DECISION ITEM

RANK: 1 OF 12

|                              |                              |
|------------------------------|------------------------------|
| Department of Transportation | Budget Unit: <u>Multiple</u> |
| Division: Department Wide    |                              |
| DI Name: Pay Plan FY19       | DI# 1605005                  |
|                              | HB Section: <u>Multiple</u>  |

## 5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.

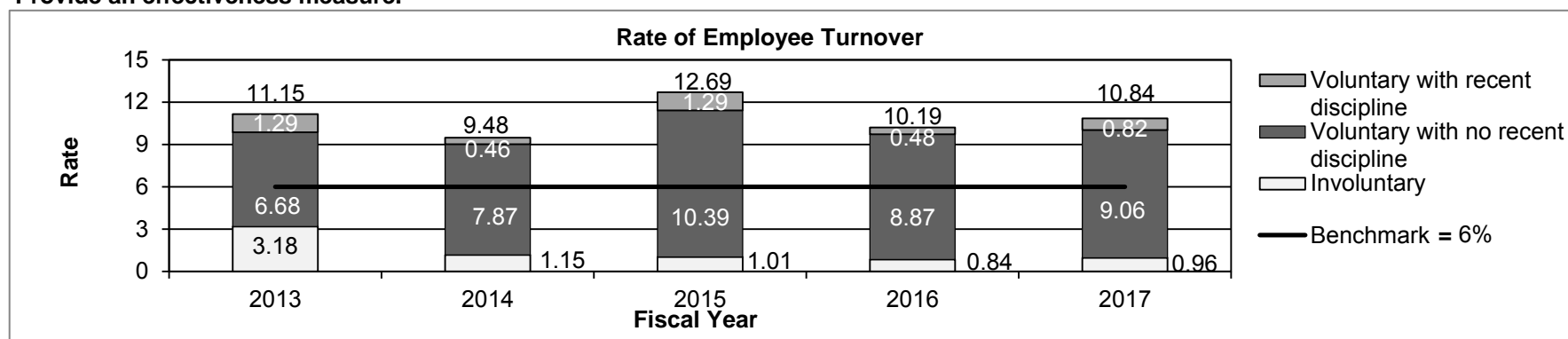
| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E        |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|----------|
| Salaries & Wages (100)        | \$0                       | 0.0                   | \$26,978                   | 0.0                    | \$9,200,291                  | 0.0                      | \$9,227,269                  | 0.0                      | \$0                             | E        |
| <b>Total PS</b>               | <b>\$0</b>                | <b>0.0</b>            | <b>\$26,978</b>            | <b>0.0</b>             | <b>\$9,200,291</b>           | <b>0.0</b>               | <b>\$9,227,269</b>           | <b>0.0</b>               | <b>\$0</b>                      | <b>E</b> |
| <b>Total EE</b>               | <b>\$0</b>                |                       | <b>\$0</b>                 |                        | <b>\$0</b>                   |                          | <b>\$0</b>                   |                          | <b>\$0</b>                      |          |
| <b>Total PSD</b>              | <b>\$0</b>                |                       | <b>\$0</b>                 |                        | <b>\$0</b>                   |                          | <b>\$0</b>                   |                          | <b>\$0</b>                      |          |
| <b>Total TRF</b>              | <b>\$0</b>                |                       | <b>\$0</b>                 |                        | <b>\$0</b>                   |                          | <b>\$0</b>                   |                          | <b>\$0</b>                      |          |
| <b>Grand Total</b>            | <b>\$0</b>                | <b>0.0</b>            | <b>\$26,978</b>            | <b>0.0</b>             | <b>\$9,200,291</b>           | <b>0.0</b>               | <b>\$9,227,269</b>           | <b>0.0</b>               | <b>\$0</b>                      | <b>E</b> |

**NEW DECISION ITEM**  
**RANK: 1 OF 12**

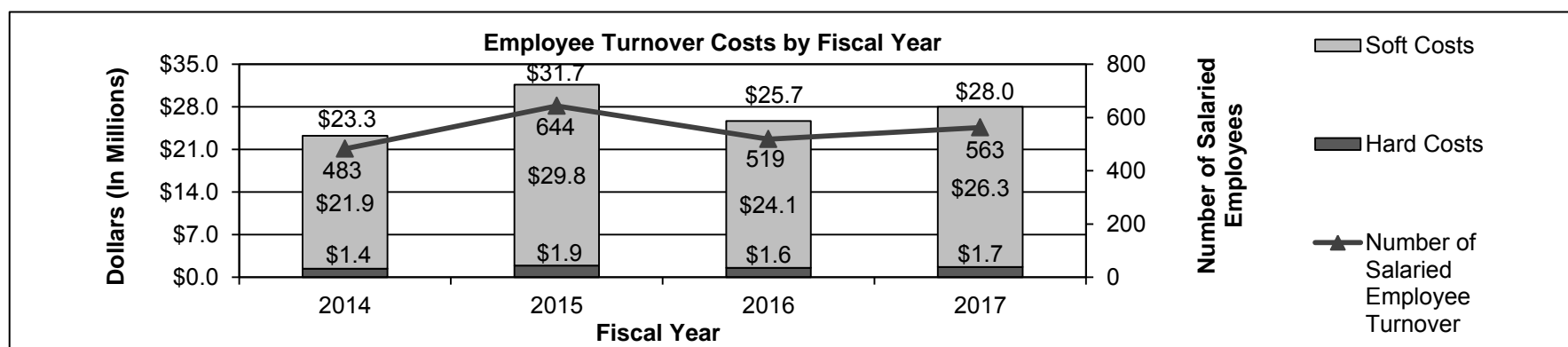
|                                     |                              |
|-------------------------------------|------------------------------|
| <b>Department of Transportation</b> | <b>Budget Unit: Multiple</b> |
| <b>Division: Department Wide</b>    |                              |
| <b>DI Name: Pay Plan FY19</b>       | <b>DI# 1605005</b>           |
|                                     | <b>HB Section: Multiple</b>  |

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

**6a. Provide an effectiveness measure.**



Benchmark data is from the Price Waterhouse Cooper's Saratoga Institute.



The turnover costs calculation tool used in the formulation of this chart was adopted from the Society for Human Resources Management. Hard costs are direct costs related to staff time in separating/filling the position, advertisement efforts and pre-employment fees (drug testing/physicals). Soft costs are lost productivity tied to the departing employees, vacant positions and selection and training efforts for each new employee.

## NEW DECISION ITEM

RANK: 1 OF 12

Department of Transportation

Budget Unit: Multiple

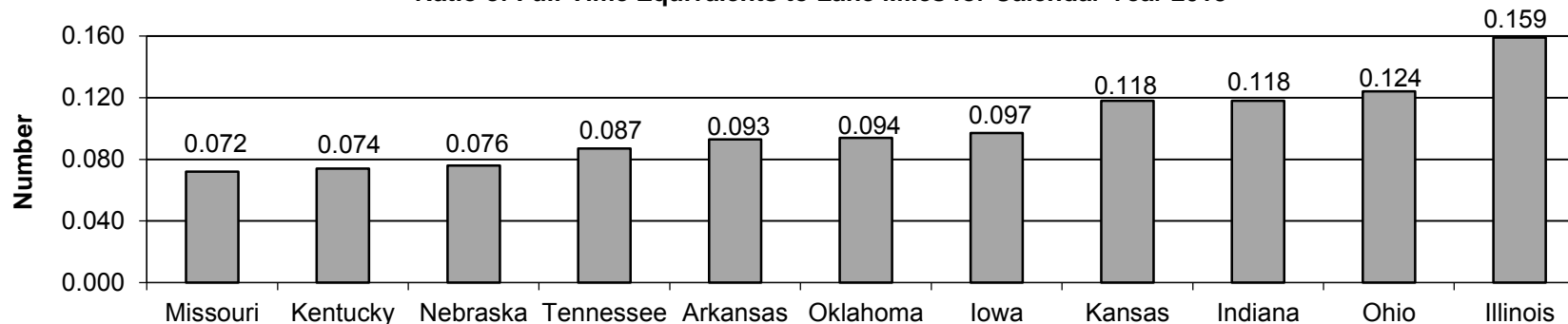
Division: Department Wide

DI Name: Pay Plan FY19

DI# 1605005

HB Section: Multiple

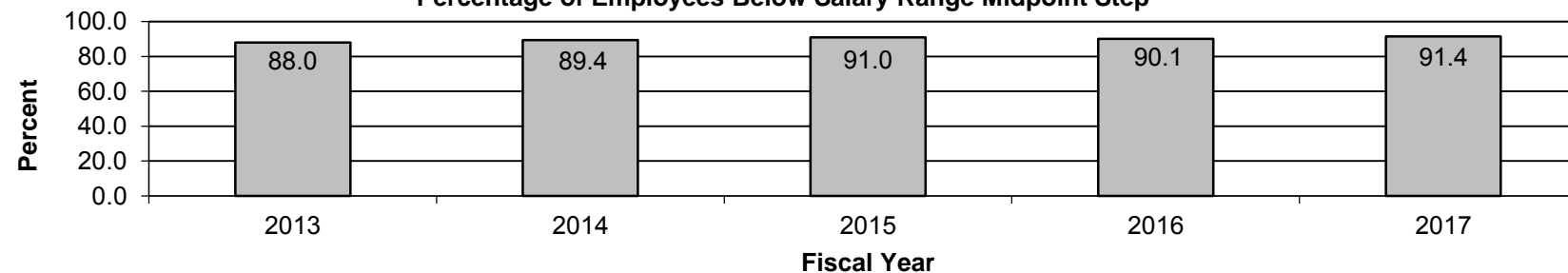
Ratio of Full-Time Equivalents to Lane Miles for Calendar Year 2015



Full-time equivalents (FTEs) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs by the number of lane miles on the state road system. Data for 2016 was not available at the time of publication.

## 6b. Provide an efficiency measure.

Percentage of Employees Below Salary Range Midpoint Step

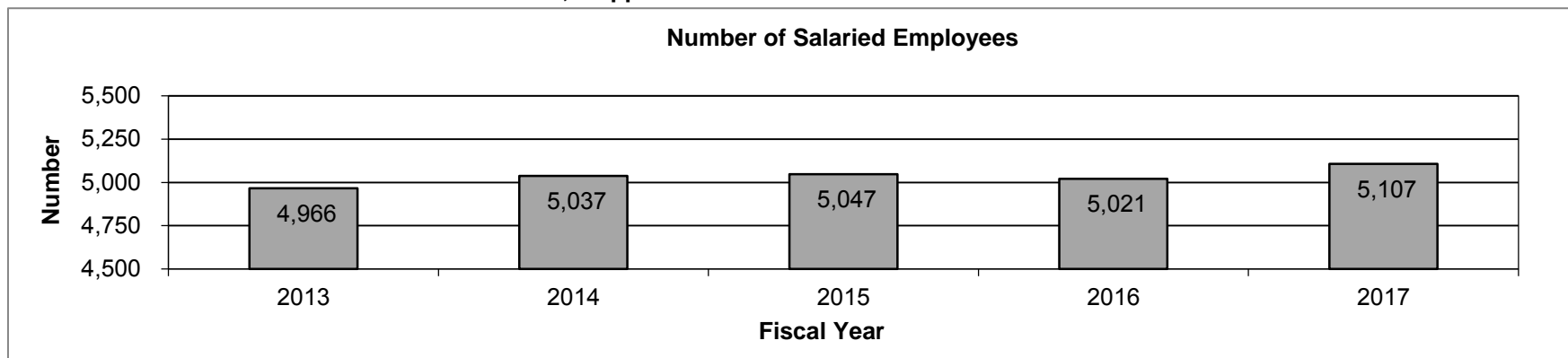


Each salary grade on MoDOT's salary grid contains 18 steps. Step 10 of each salary grade is the step that most closely approximates the mathematical midpoint of each salary range.

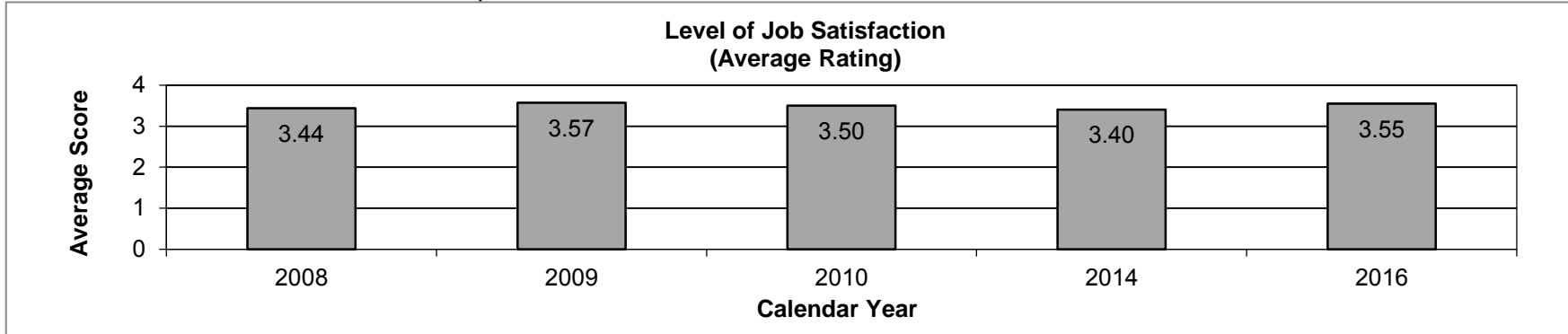
**NEW DECISION ITEM**  
**RANK: 1 OF 12**

|                                     |                              |
|-------------------------------------|------------------------------|
| <b>Department of Transportation</b> | <b>Budget Unit: Multiple</b> |
| <b>Division: Department Wide</b>    |                              |
| <b>DI Name: Pay Plan FY19</b>       | <b>DI# 1605005</b>           |
|                                     | <b>HB Section: Multiple</b>  |

**6c. Provide the number of clients/individuals served, if applicable.**



**6d. Provide a customer satisfaction measure, if available.**



Employee satisfaction is measured with an employee survey. Employees rate items related to their satisfaction with MoDOT using a five-point scale, with one indicating low satisfaction and five indicating high satisfaction. The employee satisfaction survey was not conducted in calendar years 2011, 2012, 2013 and 2015. The question, "Salaries in MoDOT are competitive with similar jobs I might find elsewhere?" was the lowest rated question at 1.71 on a five point scale, where one was strongly disagree and five was strongly agree.

NEW DECISION ITEM

RANK: 1 OF 12

|                              |                              |
|------------------------------|------------------------------|
| Department of Transportation | Budget Unit: <u>Multiple</u> |
| Division: Department Wide    |                              |
| DI Name: Pay Plan FY19       | DI# 1605005                  |
|                              | HB Section: <u>Multiple</u>  |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

The desired outcome from this pay increase would be higher employee morale and retention and a reduction in costs associated with employee turnover.

As of July 13, 2017, up to 12.6 percent of MoDOT employees could be eligible for federal SNAP (Supplemental Nutrition Assistance Program). 642 MoDOT employees earn less than \$2,633 per month. Estimate is based on a 4 person, single earner household.

According to Missouri Department of Economic Development, as of March 2017, 11.3 percent of MoDOT employees also worked for a second employer (not including farm labor or other self-employment). In comparison, Missouri Department of Labor and Industrial Relations reports that the percentage of multiple job holders in Missouri is approximately six percent.

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>ADMINISTRATION</b>           |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| ADMINISTRATIVE TECHNICIAN       | 0       | 0.00    | 0       | 0.00    | 2,550    | 0.00     | 0       | 0.00    |
| SR ADMINISTRATIVE TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 7,167    | 0.00     | 0       | 0.00    |
| OFFICE ASSISTANT                | 0       | 0.00    | 0       | 0.00    | 997      | 0.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT         | 0       | 0.00    | 0       | 0.00    | 7,740    | 0.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT             | 0       | 0.00    | 0       | 0.00    | 20,960   | 0.00     | 0       | 0.00    |
| FINANCIAL SERVICES TECHNICIAN   | 0       | 0.00    | 0       | 0.00    | 7,270    | 0.00     | 0       | 0.00    |
| SENIOR FINANCIAL SERVICES TECH  | 0       | 0.00    | 0       | 0.00    | 41,770   | 0.00     | 0       | 0.00    |
| HUMAN RESOURCES TECHNICIAN      | 0       | 0.00    | 0       | 0.00    | 2,032    | 0.00     | 0       | 0.00    |
| SENIOR HUMAN RESOURCES TECHNIC  | 0       | 0.00    | 0       | 0.00    | 15,040   | 0.00     | 0       | 0.00    |
| RISK MANAGEMENT TECHNICIAN      | 0       | 0.00    | 0       | 0.00    | 3,614    | 0.00     | 0       | 0.00    |
| SENIOR RISK MANAGEMENT TECHNIC  | 0       | 0.00    | 0       | 0.00    | 20,914   | 0.00     | 0       | 0.00    |
| SENIOR MAINTENANCE TECHNICIAN   | 0       | 0.00    | 0       | 0.00    | 2,851    | 0.00     | 0       | 0.00    |
| SR EXECUTIVE ASST TO THE DIREC  | 0       | 0.00    | 0       | 0.00    | 1,926    | 0.00     | 0       | 0.00    |
| SENIOR EXECUTIVE ASSISTANT      | 0       | 0.00    | 0       | 0.00    | 4,591    | 0.00     | 0       | 0.00    |
| LEGAL SECRETARY                 | 0       | 0.00    | 0       | 0.00    | 2,863    | 0.00     | 0       | 0.00    |
| SENIOR PRINTING TECHNICIAN      | 0       | 0.00    | 0       | 0.00    | 3,087    | 0.00     | 0       | 0.00    |
| LEGAL ASSISTANT                 | 0       | 0.00    | 0       | 0.00    | 1,166    | 0.00     | 0       | 0.00    |
| SENIOR INVESTIGATOR             | 0       | 0.00    | 0       | 0.00    | 1,899    | 0.00     | 0       | 0.00    |
| INVESTIGATOR                    | 0       | 0.00    | 0       | 0.00    | 4,391    | 0.00     | 0       | 0.00    |
| INTERMEDIATE INVESTIGATOR       | 0       | 0.00    | 0       | 0.00    | 1,779    | 0.00     | 0       | 0.00    |
| SR EMPLOYEE DEVELOPMENT SPECIA  | 0       | 0.00    | 0       | 0.00    | 2,092    | 0.00     | 0       | 0.00    |
| SR GOVT RELATIONS SPECIALIST    | 0       | 0.00    | 0       | 0.00    | 1,962    | 0.00     | 0       | 0.00    |
| EMPLOYEE DEVELOPMENT SPECIALIS  | 0       | 0.00    | 0       | 0.00    | 2,953    | 0.00     | 0       | 0.00    |
| INT EMPLOYEE DEVELOPMENT SPECI  | 0       | 0.00    | 0       | 0.00    | 4,887    | 0.00     | 0       | 0.00    |
| INVESTIGATION MANAGER           | 0       | 0.00    | 0       | 0.00    | 2,194    | 0.00     | 0       | 0.00    |
| BUS SYST SUPP SPECIALIST        | 0       | 0.00    | 0       | 0.00    | 1,815    | 0.00     | 0       | 0.00    |
| ASST COMMUNICATIONS DIRECTOR    | 0       | 0.00    | 0       | 0.00    | 2,965    | 0.00     | 0       | 0.00    |
| OUTREACH COORDINATOR            | 0       | 0.00    | 0       | 0.00    | 2,194    | 0.00     | 0       | 0.00    |
| SPECIAL PROJECTS COORD          | 0       | 0.00    | 0       | 0.00    | 8,211    | 0.00     | 0       | 0.00    |
| FINANCIAL SERVICES ADMINISTRAT  | 0       | 0.00    | 0       | 0.00    | 7,844    | 0.00     | 0       | 0.00    |
| DISTRICT SFTY & HLTH MGR        | 0       | 0.00    | 0       | 0.00    | 15,279   | 0.00     | 0       | 0.00    |
| COMMUNITY LIAISON               | 0       | 0.00    | 0       | 0.00    | 1,848    | 0.00     | 0       | 0.00    |



**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>ADMINISTRATION</b>           |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| SR ORGANIZATIONAL PERF ANALYST  | 0       | 0.00    | 0       | 0.00    | 3,865    | 0.00     | 0       | 0.00    |
| INT ORGANIZATIONAL PERFORM ANA  | 0       | 0.00    | 0       | 0.00    | 1,688    | 0.00     | 0       | 0.00    |
| ORGANIZATIONAL PERFORMANCE ANA  | 0       | 0.00    | 0       | 0.00    | 1,516    | 0.00     | 0       | 0.00    |
| BENEFITS SPECIALIST             | 0       | 0.00    | 0       | 0.00    | 1,464    | 0.00     | 0       | 0.00    |
| SR BENEFITS SPECIALIST          | 0       | 0.00    | 0       | 0.00    | 1,815    | 0.00     | 0       | 0.00    |
| INTER BENEFITS SPECIALIST       | 0       | 0.00    | 0       | 0.00    | 1,740    | 0.00     | 0       | 0.00    |
| GOVERNMENTAL RELATIONS SPECIAL  | 0       | 0.00    | 0       | 0.00    | 1,464    | 0.00     | 0       | 0.00    |
| SENIOR PARALEGAL                | 0       | 0.00    | 0       | 0.00    | 3,663    | 0.00     | 0       | 0.00    |
| PARALEGAL                       | 0       | 0.00    | 0       | 0.00    | 1,464    | 0.00     | 0       | 0.00    |
| INTERMEDIATE PARALEGAL          | 0       | 0.00    | 0       | 0.00    | 1,769    | 0.00     | 0       | 0.00    |
| LEGAL OFFICE MANAGER            | 0       | 0.00    | 0       | 0.00    | 1,815    | 0.00     | 0       | 0.00    |
| BUSINESS SYST SUPPORT MANAGER   | 0       | 0.00    | 0       | 0.00    | 2,278    | 0.00     | 0       | 0.00    |
| SENIOR DATA REPORT ANALYST      | 0       | 0.00    | 0       | 0.00    | 3,782    | 0.00     | 0       | 0.00    |
| EMPLOYEE BENEFITS MANAGER       | 0       | 0.00    | 0       | 0.00    | 2,153    | 0.00     | 0       | 0.00    |
| FINANCIAL SERVICES COORDINATOR  | 0       | 0.00    | 0       | 0.00    | 6,461    | 0.00     | 0       | 0.00    |
| SAFETY AND CLAIMS MANAGER       | 0       | 0.00    | 0       | 0.00    | 2,153    | 0.00     | 0       | 0.00    |
| AUDITS & INVESTIGATIONS ADMNST  | 0       | 0.00    | 0       | 0.00    | 2,503    | 0.00     | 0       | 0.00    |
| INT DIVERSITY & INCLUSION SPEC  | 0       | 0.00    | 0       | 0.00    | 1,628    | 0.00     | 0       | 0.00    |
| RISK MANAGEMENT SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 1,464    | 0.00     | 0       | 0.00    |
| AUDIT MANAGER                   | 0       | 0.00    | 0       | 0.00    | 4,479    | 0.00     | 0       | 0.00    |
| ASST TO THE DIST ENGINEER       | 0       | 0.00    | 0       | 0.00    | 9,016    | 0.00     | 0       | 0.00    |
| EMPLOYEE DEVELOPMENT MANAGER    | 0       | 0.00    | 0       | 0.00    | 2,321    | 0.00     | 0       | 0.00    |
| COMMUNICATIONS MANAGER          | 0       | 0.00    | 0       | 0.00    | 18,216   | 0.00     | 0       | 0.00    |
| INTERMEDIATE SAFETY OFFICER     | 0       | 0.00    | 0       | 0.00    | 10,215   | 0.00     | 0       | 0.00    |
| SENIOR SAFETY OFFICER           | 0       | 0.00    | 0       | 0.00    | 3,890    | 0.00     | 0       | 0.00    |
| INT COMMUNICATIONS SPECIALIST   | 0       | 0.00    | 0       | 0.00    | 6,572    | 0.00     | 0       | 0.00    |
| CENTRAL OFFICE SFTY&HEALTH MGR  | 0       | 0.00    | 0       | 0.00    | 2,153    | 0.00     | 0       | 0.00    |
| SAFETY OFFICER                  | 0       | 0.00    | 0       | 0.00    | 3,109    | 0.00     | 0       | 0.00    |
| INT HUMAN RESOURCES SPECLST     | 0       | 0.00    | 0       | 0.00    | 3,281    | 0.00     | 0       | 0.00    |
| COMMUNICATIONS COORDINATOR      | 0       | 0.00    | 0       | 0.00    | 2,187    | 0.00     | 0       | 0.00    |
| SR COMMUNICATIONS SPECIALIST    | 0       | 0.00    | 0       | 0.00    | 21,572   | 0.00     | 0       | 0.00    |
| INTERM FINANCIAL SERV SPECIALI  | 0       | 0.00    | 0       | 0.00    | 6,734    | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>ADMINISTRATION</b>           |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| ASST FINANCIAL SERVCS DIRECTOR  | 0       | 0.00    | 0       | 0.00    | 2,910    | 0.00     | 0       | 0.00    |
| SENIOR AUDITOR                  | 0       | 0.00    | 0       | 0.00    | 20,904   | 0.00     | 0       | 0.00    |
| FINANCIAL SERVICES SPECIALIST   | 0       | 0.00    | 0       | 0.00    | 8,781    | 0.00     | 0       | 0.00    |
| EMPLOYMENT MANAGER              | 0       | 0.00    | 0       | 0.00    | 2,113    | 0.00     | 0       | 0.00    |
| COMPENSATION MANAGER            | 0       | 0.00    | 0       | 0.00    | 2,503    | 0.00     | 0       | 0.00    |
| SUPPORT SERVICES MANAGER        | 0       | 0.00    | 0       | 0.00    | 16,003   | 0.00     | 0       | 0.00    |
| CLAIMS ADMINISTRATION MGR       | 0       | 0.00    | 0       | 0.00    | 2,072    | 0.00     | 0       | 0.00    |
| INT GOVERNMENTAL RELATIONS SPE  | 0       | 0.00    | 0       | 0.00    | 1,629    | 0.00     | 0       | 0.00    |
| SR RISK MGMT SPECIALIST         | 0       | 0.00    | 0       | 0.00    | 12,712   | 0.00     | 0       | 0.00    |
| ASST HUMAN RESOURCE DIRECTOR    | 0       | 0.00    | 0       | 0.00    | 3,521    | 0.00     | 0       | 0.00    |
| FINANCIAL SERVICES MANAGER      | 0       | 0.00    | 0       | 0.00    | 6,422    | 0.00     | 0       | 0.00    |
| SR FINANCIAL SERVICES SPECIALI  | 0       | 0.00    | 0       | 0.00    | 49,266   | 0.00     | 0       | 0.00    |
| INTERMEDIATE AUDITOR            | 0       | 0.00    | 0       | 0.00    | 3,428    | 0.00     | 0       | 0.00    |
| COMMUNICATIONS SPECIALIST       | 0       | 0.00    | 0       | 0.00    | 5,880    | 0.00     | 0       | 0.00    |
| AUDITOR                         | 0       | 0.00    | 0       | 0.00    | 3,121    | 0.00     | 0       | 0.00    |
| HUMAN RESOURCES SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 10,480   | 0.00     | 0       | 0.00    |
| SR HR SPECIALIST                | 0       | 0.00    | 0       | 0.00    | 35,037   | 0.00     | 0       | 0.00    |
| INTER RISK MGT SPECIALIST       | 0       | 0.00    | 0       | 0.00    | 1,629    | 0.00     | 0       | 0.00    |
| HUMAN RESOURCES MANAGER         | 0       | 0.00    | 0       | 0.00    | 16,140   | 0.00     | 0       | 0.00    |
| TRANSP PLANNING COORDINATOR     | 0       | 0.00    | 0       | 0.00    | 2,503    | 0.00     | 0       | 0.00    |
| ASSISTANT DISTRICT ENGINEER     | 0       | 0.00    | 0       | 0.00    | 36,540   | 0.00     | 0       | 0.00    |
| SENIOR ADMINISTRATIVE COUNSEL   | 0       | 0.00    | 0       | 0.00    | 8,237    | 0.00     | 0       | 0.00    |
| CHIEF ENGINEER                  | 0       | 0.00    | 0       | 0.00    | 5,263    | 0.00     | 0       | 0.00    |
| ASST CHIEF COUNSEL-HUMAN RSRCS  | 0       | 0.00    | 0       | 0.00    | 4,473    | 0.00     | 0       | 0.00    |
| DISTRICT ENGINEER               | 0       | 0.00    | 0       | 0.00    | 28,046   | 0.00     | 0       | 0.00    |
| HUMAN RESOURCES DIRECTOR        | 0       | 0.00    | 0       | 0.00    | 4,103    | 0.00     | 0       | 0.00    |
| AUDITS & INVESTIGATIONS DIR     | 0       | 0.00    | 0       | 0.00    | 3,760    | 0.00     | 0       | 0.00    |
| ASSISTANT CHIEF ENGINEER        | 0       | 0.00    | 0       | 0.00    | 4,790    | 0.00     | 0       | 0.00    |
| GOVERNMENTAL RELATIONS DIRECTO  | 0       | 0.00    | 0       | 0.00    | 3,521    | 0.00     | 0       | 0.00    |
| COMMUNICATIONS DIRECTOR         | 0       | 0.00    | 0       | 0.00    | 3,760    | 0.00     | 0       | 0.00    |
| CHIEF FINANCIAL OFFICER         | 0       | 0.00    | 0       | 0.00    | 5,109    | 0.00     | 0       | 0.00    |
| DIR, DEPT OF TRANSPORTATION     | 0       | 0.00    | 0       | 0.00    | 6,585    | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|---------------------------------|------------|-------------|------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                   | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class             | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>ADMINISTRATION</b>           |            |             |            |             |                  |             |            |             |
| <b>MODOT Pay Plan - 1605005</b> |            |             |            |             |                  |             |            |             |
| ASST CHIEF COUNSEL-RISK MNGMNT  | 0          | 0.00        | 0          | 0.00        | 4,473            | 0.00        | 0          | 0.00        |
| SENIOR ASSISTANT COUNSEL        | 0          | 0.00        | 0          | 0.00        | 6,864            | 0.00        | 0          | 0.00        |
| RISK AND BENEFITS MGT DIRECTOR  | 0          | 0.00        | 0          | 0.00        | 3,760            | 0.00        | 0          | 0.00        |
| EQUAL OP & DIVERSITY DIRECTOR   | 0          | 0.00        | 0          | 0.00        | 3,521            | 0.00        | 0          | 0.00        |
| FINANCIAL SERVICES DIRECTOR     | 0          | 0.00        | 0          | 0.00        | 3,945            | 0.00        | 0          | 0.00        |
| ASST CHIEF COUNSEL-PROJ DEVEL   | 0          | 0.00        | 0          | 0.00        | 4,473            | 0.00        | 0          | 0.00        |
| ASSISTANT COUNSEL               | 0          | 0.00        | 0          | 0.00        | 4,020            | 0.00        | 0          | 0.00        |
| ASST CHIEF COUNSEL - ADMIN      | 0          | 0.00        | 0          | 0.00        | 3,981            | 0.00        | 0          | 0.00        |
| CHIEF COUNSEL                   | 0          | 0.00        | 0          | 0.00        | 4,823            | 0.00        | 0          | 0.00        |
| SECRETARY TO THE COMMISSION     | 0          | 0.00        | 0          | 0.00        | 2,550            | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>               | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>710,932</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>              | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$710,932</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>          | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>       | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>            | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>       | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>              | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$710,932</b> | <b>0.00</b> |            | <b>0.00</b> |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| SR TRAFFIC SYSTEMS OPERATOR     | 0       | 0.00    | 0       | 0.00    | 1,328    | 0.00     | 0       | 0.00    |
| INCIDENT MANAGEMENT COORDINATR  | 0       | 0.00    | 0       | 0.00    | 5,836    | 0.00     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN       | 0       | 0.00    | 0       | 0.00    | 7,582    | 0.00     | 0       | 0.00    |
| SR ADMINISTRATIVE TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 9,410    | 0.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT         | 0       | 0.00    | 0       | 0.00    | 12,883   | 0.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT             | 0       | 0.00    | 0       | 0.00    | 11,546   | 0.00     | 0       | 0.00    |
| INTERMEDIATE PLANNING TECHNICI  | 0       | 0.00    | 0       | 0.00    | 4,000    | 0.00     | 0       | 0.00    |
| SENIOR PLANNING TECHNICIAN      | 0       | 0.00    | 0       | 0.00    | 15,541   | 0.00     | 0       | 0.00    |
| SUPPLY OFFICE ASSISTANT         | 0       | 0.00    | 0       | 0.00    | 1,155    | 0.00     | 0       | 0.00    |
| SENIOR RIGHT OF WAY TECHNICIAN  | 0       | 0.00    | 0       | 0.00    | 7,041    | 0.00     | 0       | 0.00    |
| MATERIALS TESTING SUPERVISOR    | 0       | 0.00    | 0       | 0.00    | 5,580    | 0.00     | 0       | 0.00    |
| MATERIALS TESTING SPECIALIST    | 0       | 0.00    | 0       | 0.00    | 4,877    | 0.00     | 0       | 0.00    |
| TRAFFIC SYSTEMS SUPERVISOR      | 0       | 0.00    | 0       | 0.00    | 3,258    | 0.00     | 0       | 0.00    |
| DIV ADMIN SUPPORT SUPERVISOR    | 0       | 0.00    | 0       | 0.00    | 3,258    | 0.00     | 0       | 0.00    |
| CONST PROJECT OFFICE ASSISTANT  | 0       | 0.00    | 0       | 0.00    | 37,585   | 0.00     | 0       | 0.00    |
| LEGAL SECRETARY                 | 0       | 0.00    | 0       | 0.00    | 3,575    | 0.00     | 0       | 0.00    |
| SENIOR CORE DRILL ASSISTANT     | 0       | 0.00    | 0       | 0.00    | 7,758    | 0.00     | 0       | 0.00    |
| CORE DRILL ASSISTANT            | 0       | 0.00    | 0       | 0.00    | 2,878    | 0.00     | 0       | 0.00    |
| CORE DRILL OPERATOR             | 0       | 0.00    | 0       | 0.00    | 5,955    | 0.00     | 0       | 0.00    |
| CORE DRILL SUPERINTENDENT       | 0       | 0.00    | 0       | 0.00    | 2,094    | 0.00     | 0       | 0.00    |
| INTER CORE DRILL ASSISTANT      | 0       | 0.00    | 0       | 0.00    | 1,155    | 0.00     | 0       | 0.00    |
| CORE DRILL SUPERVISOR           | 0       | 0.00    | 0       | 0.00    | 1,798    | 0.00     | 0       | 0.00    |
| MOTORIST ASSISTANCE OPERATOR    | 0       | 0.00    | 0       | 0.00    | 51,783   | 0.00     | 0       | 0.00    |
| MOTOR ASSISTANCE SHIFT SUPV     | 0       | 0.00    | 0       | 0.00    | 8,322    | 0.00     | 0       | 0.00    |
| SENIOR MATERIALS TECHNICIAN     | 0       | 0.00    | 0       | 0.00    | 22,371   | 0.00     | 0       | 0.00    |
| CONSTRUCTION TECHNICIAN         | 0       | 0.00    | 0       | 0.00    | 9,250    | 0.00     | 0       | 0.00    |
| SR CONSTRUCTION TECHNICIAN      | 0       | 0.00    | 0       | 0.00    | 103,918  | 0.00     | 0       | 0.00    |
| DESIGN TECHNICIAN               | 0       | 0.00    | 0       | 0.00    | 2,293    | 0.00     | 0       | 0.00    |
| INTERMEDIATE DESIGN TECHNICN    | 0       | 0.00    | 0       | 0.00    | 2,304    | 0.00     | 0       | 0.00    |
| ASSISTANT CONSTRUCTION TECH     | 0       | 0.00    | 0       | 0.00    | 974      | 0.00     | 0       | 0.00    |
| ASSISTANT SURVEY TECHNICIAN     | 0       | 0.00    | 0       | 0.00    | 1,155    | 0.00     | 0       | 0.00    |
| INTER CONSTRUCTION TECH         | 0       | 0.00    | 0       | 0.00    | 12,356   | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| SENIOR DESIGN TECHNICIAN        | 0       | 0.00    | 0       | 0.00    | 31,718   | 0.00     | 0       | 0.00    |
| MATERIALS TECHNICIAN            | 0       | 0.00    | 0       | 0.00    | 3,290    | 0.00     | 0       | 0.00    |
| INTER MATERIALS TECH            | 0       | 0.00    | 0       | 0.00    | 2,286    | 0.00     | 0       | 0.00    |
| SR TR SIGNAL AND LIGHTING TECH  | 0       | 0.00    | 0       | 0.00    | 3,642    | 0.00     | 0       | 0.00    |
| SENIOR SURVEY TECHNICIAN        | 0       | 0.00    | 0       | 0.00    | 20,777   | 0.00     | 0       | 0.00    |
| LAND SURVEYOR IN TRAINING       | 0       | 0.00    | 0       | 0.00    | 14,946   | 0.00     | 0       | 0.00    |
| LAND SURVEY COORDINATOR         | 0       | 0.00    | 0       | 0.00    | 2,215    | 0.00     | 0       | 0.00    |
| DISTRICT LAND SURVEY MANAGER    | 0       | 0.00    | 0       | 0.00    | 10,629   | 0.00     | 0       | 0.00    |
| SENIOR FIELD ACQUISITION TECHN  | 0       | 0.00    | 0       | 0.00    | 5,976    | 0.00     | 0       | 0.00    |
| INTER FLD ACQUISITION TECH      | 0       | 0.00    | 0       | 0.00    | 6,423    | 0.00     | 0       | 0.00    |
| LEAD FIELD ACQUISITION TECH     | 0       | 0.00    | 0       | 0.00    | 4,536    | 0.00     | 0       | 0.00    |
| FIELD ACQUISITION TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 1,155    | 0.00     | 0       | 0.00    |
| LAND SURVEY SUPERVISOR          | 0       | 0.00    | 0       | 0.00    | 10,128   | 0.00     | 0       | 0.00    |
| LAND SURVEYOR                   | 0       | 0.00    | 0       | 0.00    | 30,205   | 0.00     | 0       | 0.00    |
| DST OFFICE SERVICES SUPERVISOR  | 0       | 0.00    | 0       | 0.00    | 1,734    | 0.00     | 0       | 0.00    |
| SENIOR CADD SUPPORT SPECIALIST  | 0       | 0.00    | 0       | 0.00    | 1,798    | 0.00     | 0       | 0.00    |
| SENIOR CARTOGRAPHER             | 0       | 0.00    | 0       | 0.00    | 1,476    | 0.00     | 0       | 0.00    |
| SENIOR TRAFFIC SPECIALIST       | 0       | 0.00    | 0       | 0.00    | 3,156    | 0.00     | 0       | 0.00    |
| LEGAL ASSISTANT                 | 0       | 0.00    | 0       | 0.00    | 1,196    | 0.00     | 0       | 0.00    |
| FABRICATION TECHNICIAN          | 0       | 0.00    | 0       | 0.00    | 1,874    | 0.00     | 0       | 0.00    |
| STRUCTURAL ANALYST              | 0       | 0.00    | 0       | 0.00    | 7,194    | 0.00     | 0       | 0.00    |
| SENIOR STRUCTURAL TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 8,168    | 0.00     | 0       | 0.00    |
| CONSTRUCTION CONTRACT ADMINIST  | 0       | 0.00    | 0       | 0.00    | 1,584    | 0.00     | 0       | 0.00    |
| DIST FINAL PLANS & REP PROC     | 0       | 0.00    | 0       | 0.00    | 12,261   | 0.00     | 0       | 0.00    |
| FINAL PLANS REVIEWER            | 0       | 0.00    | 0       | 0.00    | 1,831    | 0.00     | 0       | 0.00    |
| FLD ACQUISITION COORDINATOR     | 0       | 0.00    | 0       | 0.00    | 2,018    | 0.00     | 0       | 0.00    |
| STRUCTURAL SPECIALIST           | 0       | 0.00    | 0       | 0.00    | 11,140   | 0.00     | 0       | 0.00    |
| SR FABRICATION TECHNICIAN       | 0       | 0.00    | 0       | 0.00    | 8,613    | 0.00     | 0       | 0.00    |
| INTER STRUCTURAL TECHNICIAN     | 0       | 0.00    | 0       | 0.00    | 2,476    | 0.00     | 0       | 0.00    |
| STRUCTURAL TECHNICIAN           | 0       | 0.00    | 0       | 0.00    | 1,097    | 0.00     | 0       | 0.00    |
| BRIDGE INVENTORY ANALYST        | 0       | 0.00    | 0       | 0.00    | 3,087    | 0.00     | 0       | 0.00    |
| MARKET ANALYSIS COORDINATOR     | 0       | 0.00    | 0       | 0.00    | 2,218    | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| INT INFO SYSTEMS TECHNOLOGIST   | 0       | 0.00    | 0       | 0.00    | 1,541    | 0.00     | 0       | 0.00    |
| CIVIL RIGHTS SPECIALIST         | 0       | 0.00    | 0       | 0.00    | 1,450    | 0.00     | 0       | 0.00    |
| INT CIVIL RIGHTS SPECIALIST     | 0       | 0.00    | 0       | 0.00    | 1,614    | 0.00     | 0       | 0.00    |
| SR CIVIL RIGHTS SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 12,927   | 0.00     | 0       | 0.00    |
| ENVIRONMENTAL SPECIALIST        | 0       | 0.00    | 0       | 0.00    | 1,673    | 0.00     | 0       | 0.00    |
| INT ENVIRONMENTAL SPECIALIST    | 0       | 0.00    | 0       | 0.00    | 1,614    | 0.00     | 0       | 0.00    |
| SR ENVIRNMENTAL SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 13,380   | 0.00     | 0       | 0.00    |
| HISTORIC PRESERVATION SPECIALI  | 0       | 0.00    | 0       | 0.00    | 4,403    | 0.00     | 0       | 0.00    |
| INTRM HISTORIC PRESERVATION SP  | 0       | 0.00    | 0       | 0.00    | 3,287    | 0.00     | 0       | 0.00    |
| SENIOR GIS SPECIALIST           | 0       | 0.00    | 0       | 0.00    | 7,218    | 0.00     | 0       | 0.00    |
| SR HISTORIC PRESERVATION SPECI  | 0       | 0.00    | 0       | 0.00    | 12,149   | 0.00     | 0       | 0.00    |
| SENIOR PARALEGAL                | 0       | 0.00    | 0       | 0.00    | 3,490    | 0.00     | 0       | 0.00    |
| TRANSPORTATION PLANNING SPECIA  | 0       | 0.00    | 0       | 0.00    | 22,226   | 0.00     | 0       | 0.00    |
| PARALEGAL                       | 0       | 0.00    | 0       | 0.00    | 2,980    | 0.00     | 0       | 0.00    |
| INTERMEDIATE PARALEGAL          | 0       | 0.00    | 0       | 0.00    | 3,228    | 0.00     | 0       | 0.00    |
| WETLAND COORDINATOR             | 0       | 0.00    | 0       | 0.00    | 2,257    | 0.00     | 0       | 0.00    |
| SENIOR CHEMIST                  | 0       | 0.00    | 0       | 0.00    | 11,149   | 0.00     | 0       | 0.00    |
| CONSTR MANGMNT SYSTEMS ADMINIS  | 0       | 0.00    | 0       | 0.00    | 2,344    | 0.00     | 0       | 0.00    |
| TRANSP MGT SYS ADMINISTRATOR    | 0       | 0.00    | 0       | 0.00    | 10,061   | 0.00     | 0       | 0.00    |
| DESIGN MGT SYSTEMS ADMINISTRAT  | 0       | 0.00    | 0       | 0.00    | 2,433    | 0.00     | 0       | 0.00    |
| SR HISTORIC PRESERV SPEC-NSS    | 0       | 0.00    | 0       | 0.00    | 2,056    | 0.00     | 0       | 0.00    |
| ENVIRONMENTAL SPECIALIST-SS     | 0       | 0.00    | 0       | 0.00    | 2,900    | 0.00     | 0       | 0.00    |
| INT ENVIRONMENTAL SPEC-SS       | 0       | 0.00    | 0       | 0.00    | 3,532    | 0.00     | 0       | 0.00    |
| SR ENVIRNMENTAL SPEC-SS         | 0       | 0.00    | 0       | 0.00    | 9,943    | 0.00     | 0       | 0.00    |
| STORMWATER COMPLIANCE COORDIN/  | 0       | 0.00    | 0       | 0.00    | 2,305    | 0.00     | 0       | 0.00    |
| ASST TO STATE DESIGN ENGR - RW  | 0       | 0.00    | 0       | 0.00    | 2,884    | 0.00     | 0       | 0.00    |
| ASST TRANSP PLANNING DIRECTOR   | 0       | 0.00    | 0       | 0.00    | 2,884    | 0.00     | 0       | 0.00    |
| GIS SPECIALIST                  | 0       | 0.00    | 0       | 0.00    | 3,091    | 0.00     | 0       | 0.00    |
| INT GIS SPECIALIST              | 0       | 0.00    | 0       | 0.00    | 1,614    | 0.00     | 0       | 0.00    |
| ENVIRONMENTAL CHEMIST           | 0       | 0.00    | 0       | 0.00    | 8,990    | 0.00     | 0       | 0.00    |
| TRANSPORTATION DATA ANALYST     | 0       | 0.00    | 0       | 0.00    | 1,909    | 0.00     | 0       | 0.00    |
| ENVIRONMENTAL COMPLNC MANAGER   | 0       | 0.00    | 0       | 0.00    | 3,974    | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| INFO SYSTEMS TECHNOLOGIST       | 0       | 0.00    | 0       | 0.00    | 1,450    | 0.00     | 0       | 0.00    |
| SR R/W SPECIALIST               | 0       | 0.00    | 0       | 0.00    | 41,141   | 0.00     | 0       | 0.00    |
| RIGHT OF WAY SPECIALIST         | 0       | 0.00    | 0       | 0.00    | 7,358    | 0.00     | 0       | 0.00    |
| CHEMICAL LABORATORY DIRECTOR    | 0       | 0.00    | 0       | 0.00    | 2,526    | 0.00     | 0       | 0.00    |
| ASST RIGHT OF WAY MNGR-CERTIFI  | 0       | 0.00    | 0       | 0.00    | 9,481    | 0.00     | 0       | 0.00    |
| RIGHT OF WAY MANAGER            | 0       | 0.00    | 0       | 0.00    | 21,111   | 0.00     | 0       | 0.00    |
| RIGHT OF WAY LIAISON            | 0       | 0.00    | 0       | 0.00    | 4,959    | 0.00     | 0       | 0.00    |
| CERTIFIED APPRAISER             | 0       | 0.00    | 0       | 0.00    | 24,505   | 0.00     | 0       | 0.00    |
| DESIGN LIAISON ENGINEER         | 0       | 0.00    | 0       | 0.00    | 9,237    | 0.00     | 0       | 0.00    |
| ESTIMATE AND REVIEW ENGINEER    | 0       | 0.00    | 0       | 0.00    | 2,433    | 0.00     | 0       | 0.00    |
| RESEARCH ENGINEER               | 0       | 0.00    | 0       | 0.00    | 2,344    | 0.00     | 0       | 0.00    |
| SR RESEARCH ANALYST             | 0       | 0.00    | 0       | 0.00    | 2,215    | 0.00     | 0       | 0.00    |
| RESEARCH ANALYST                | 0       | 0.00    | 0       | 0.00    | 1,767    | 0.00     | 0       | 0.00    |
| TRAFFIC CENTER MANAGER          | 0       | 0.00    | 0       | 0.00    | 2,830    | 0.00     | 0       | 0.00    |
| DESIGN SUPPORT ENGINEER         | 0       | 0.00    | 0       | 0.00    | 2,480    | 0.00     | 0       | 0.00    |
| CONST & MATERIALS LIAISON ENGR  | 0       | 0.00    | 0       | 0.00    | 9,283    | 0.00     | 0       | 0.00    |
| NON-MOTORIZED TRANSP ENGINEER   | 0       | 0.00    | 0       | 0.00    | 2,884    | 0.00     | 0       | 0.00    |
| STRCTURAL PRELIM & REVIEW ENGR  | 0       | 0.00    | 0       | 0.00    | 2,776    | 0.00     | 0       | 0.00    |
| SENIOR PROJECT REVIEWER         | 0       | 0.00    | 0       | 0.00    | 6,950    | 0.00     | 0       | 0.00    |
| INTERMEDIATE PROJECT REVIEWER   | 0       | 0.00    | 0       | 0.00    | 1,874    | 0.00     | 0       | 0.00    |
| SENIOR ESTIMATOR                | 0       | 0.00    | 0       | 0.00    | 8,947    | 0.00     | 0       | 0.00    |
| STANDARDS SPECIALIST            | 0       | 0.00    | 0       | 0.00    | 4,253    | 0.00     | 0       | 0.00    |
| POLICY & INNOVATIONS ENGINEER   | 0       | 0.00    | 0       | 0.00    | 2,884    | 0.00     | 0       | 0.00    |
| ASST STATE DESIGN ENGR - LPA    | 0       | 0.00    | 0       | 0.00    | 3,233    | 0.00     | 0       | 0.00    |
| SR STRUCTURAL ENGINEER          | 0       | 0.00    | 0       | 0.00    | 12,214   | 0.00     | 0       | 0.00    |
| AST DISTRICT CONSTR & MATER EN  | 0       | 0.00    | 0       | 0.00    | 15,441   | 0.00     | 0       | 0.00    |
| DISTRICT CONST & MATERIALS ENG  | 0       | 0.00    | 0       | 0.00    | 20,886   | 0.00     | 0       | 0.00    |
| ASSISTANT TO THE RESIDENT ENGI  | 0       | 0.00    | 0       | 0.00    | 28,229   | 0.00     | 0       | 0.00    |
| COMPUTER AIDED DRFT SUPPRT ENG  | 0       | 0.00    | 0       | 0.00    | 2,433    | 0.00     | 0       | 0.00    |
| SR PROJECT DEVELOPMENT SPECIAL  | 0       | 0.00    | 0       | 0.00    | 2,095    | 0.00     | 0       | 0.00    |
| BRIDGE RATING & INVENT ENGR     | 0       | 0.00    | 0       | 0.00    | 2,623    | 0.00     | 0       | 0.00    |
| STRUCTURAL HYDRAULICS ENGINEER  | 0       | 0.00    | 0       | 0.00    | 2,776    | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| TRANSPORTATION PROJECT MGR      | 0       | 0.00    | 0       | 0.00    | 74,946   | 0.00     | 0       | 0.00    |
| PAVEMENT ENGINEER               | 0       | 0.00    | 0       | 0.00    | 4,600    | 0.00     | 0       | 0.00    |
| DISTRICT DESIGN ENGINEER        | 0       | 0.00    | 0       | 0.00    | 21,314   | 0.00     | 0       | 0.00    |
| GEOLOGIST                       | 0       | 0.00    | 0       | 0.00    | 13,068   | 0.00     | 0       | 0.00    |
| TRANSP PLANNING COORDINATOR     | 0       | 0.00    | 0       | 0.00    | 2,133    | 0.00     | 0       | 0.00    |
| DISTRICT PLANNING MANAGER       | 0       | 0.00    | 0       | 0.00    | 16,772   | 0.00     | 0       | 0.00    |
| STRUCTURAL RESOURCE MANAGER     | 0       | 0.00    | 0       | 0.00    | 2,995    | 0.00     | 0       | 0.00    |
| STRUCTURAL PROJECT MANAGER      | 0       | 0.00    | 0       | 0.00    | 10,898   | 0.00     | 0       | 0.00    |
| CADD SERVICES ENGINEER          | 0       | 0.00    | 0       | 0.00    | 3,233    | 0.00     | 0       | 0.00    |
| SENIOR MATERIALS SPECIALIST     | 0       | 0.00    | 0       | 0.00    | 7,669    | 0.00     | 0       | 0.00    |
| INTER CONST INSPECTOR           | 0       | 0.00    | 0       | 0.00    | 74,373   | 0.00     | 0       | 0.00    |
| INTER HIGHWAY DESIGNER          | 0       | 0.00    | 0       | 0.00    | 16,323   | 0.00     | 0       | 0.00    |
| INTER STRUCTURAL DESIGNER       | 0       | 0.00    | 0       | 0.00    | 3,705    | 0.00     | 0       | 0.00    |
| CADD SUPPORT ANALYST            | 0       | 0.00    | 0       | 0.00    | 4,515    | 0.00     | 0       | 0.00    |
| OFF-SYSTEM PLANS REVIEWER       | 0       | 0.00    | 0       | 0.00    | 3,961    | 0.00     | 0       | 0.00    |
| PLANNING & PROGRAMMING ENGR     | 0       | 0.00    | 0       | 0.00    | 3,111    | 0.00     | 0       | 0.00    |
| DISTRICT CONSTRUCTION LIAISON   | 0       | 0.00    | 0       | 0.00    | 2,133    | 0.00     | 0       | 0.00    |
| COMPUTER LIAISON, DESIGN        | 0       | 0.00    | 0       | 0.00    | 4,035    | 0.00     | 0       | 0.00    |
| ASST STATE CO AND MA ENGINEER   | 0       | 0.00    | 0       | 0.00    | 3,295    | 0.00     | 0       | 0.00    |
| ASSISTANT STATE DESIGN ENGIN    | 0       | 0.00    | 0       | 0.00    | 3,358    | 0.00     | 0       | 0.00    |
| CONSTRUCTION INSPECTOR          | 0       | 0.00    | 0       | 0.00    | 90,280   | 0.00     | 0       | 0.00    |
| STRUCTURAL LIAISON ENGINEER     | 0       | 0.00    | 0       | 0.00    | 9,344    | 0.00     | 0       | 0.00    |
| TRANSP PROJECT DESIGNER         | 0       | 0.00    | 0       | 0.00    | 76,914   | 0.00     | 0       | 0.00    |
| SENIOR TRAFFIC STUDIES SPECIAL  | 0       | 0.00    | 0       | 0.00    | 6,069    | 0.00     | 0       | 0.00    |
| DISTRICT UTILITIES ENGINEER     | 0       | 0.00    | 0       | 0.00    | 20,989   | 0.00     | 0       | 0.00    |
| BID & CONTRACT SERVICE ENGR     | 0       | 0.00    | 0       | 0.00    | 2,673    | 0.00     | 0       | 0.00    |
| FIELD MATERIALS ENGR            | 0       | 0.00    | 0       | 0.00    | 9,800    | 0.00     | 0       | 0.00    |
| INTER MATERIALS INSPECTOR       | 0       | 0.00    | 0       | 0.00    | 19,723   | 0.00     | 0       | 0.00    |
| SENIOR MATERIALS INSPECTOR      | 0       | 0.00    | 0       | 0.00    | 44,936   | 0.00     | 0       | 0.00    |
| SR GEOTECHNICAL SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 10,451   | 0.00     | 0       | 0.00    |
| HIGHWAY DESIGNER                | 0       | 0.00    | 0       | 0.00    | 35,362   | 0.00     | 0       | 0.00    |
| MATERIALS SPECIALIST            | 0       | 0.00    | 0       | 0.00    | 1,831    | 0.00     | 0       | 0.00    |



## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| MATERIALS INSPECTOR             | 0       | 0.00    | 0       | 0.00    | 23,676   | 0.00     | 0       | 0.00    |
| PHYSICAL LABORATORY DIRECTOR    | 0       | 0.00    | 0       | 0.00    | 2,830    | 0.00     | 0       | 0.00    |
| INTER TRANSPORTATION PLANNER    | 0       | 0.00    | 0       | 0.00    | 7,024    | 0.00     | 0       | 0.00    |
| TRANSPORT SYSTEM ANALYSIS ENGR  | 0       | 0.00    | 0       | 0.00    | 2,776    | 0.00     | 0       | 0.00    |
| RESIDENT ENGINEER               | 0       | 0.00    | 0       | 0.00    | 81,488   | 0.00     | 0       | 0.00    |
| SR CONSTRUCTION INSPECTOR       | 0       | 0.00    | 0       | 0.00    | 360,838  | 0.00     | 0       | 0.00    |
| SENIOR HIGHWAY DESIGNER         | 0       | 0.00    | 0       | 0.00    | 206,885  | 0.00     | 0       | 0.00    |
| SR TRANSPORTATION PLANNER       | 0       | 0.00    | 0       | 0.00    | 34,550   | 0.00     | 0       | 0.00    |
| BRIDGE LOC & LAYOUT DESIGNER    | 0       | 0.00    | 0       | 0.00    | 12,240   | 0.00     | 0       | 0.00    |
| SR STRUCTURAL DESIGNER          | 0       | 0.00    | 0       | 0.00    | 52,293   | 0.00     | 0       | 0.00    |
| GEOTECHNICAL ENGINEER           | 0       | 0.00    | 0       | 0.00    | 7,490    | 0.00     | 0       | 0.00    |
| GEOTECHNICAL DIRECTOR           | 0       | 0.00    | 0       | 0.00    | 3,053    | 0.00     | 0       | 0.00    |
| STRUCT DEV & SUPPORT ENGR       | 0       | 0.00    | 0       | 0.00    | 2,938    | 0.00     | 0       | 0.00    |
| STRUCTURAL DESIGNER             | 0       | 0.00    | 0       | 0.00    | 8,832    | 0.00     | 0       | 0.00    |
| ASST STATE BRIDGE ENGINEER      | 0       | 0.00    | 0       | 0.00    | 3,295    | 0.00     | 0       | 0.00    |
| TRANSPORTATION PLANNER          | 0       | 0.00    | 0       | 0.00    | 6,076    | 0.00     | 0       | 0.00    |
| FABRICATION OPERATIONS ENGR     | 0       | 0.00    | 0       | 0.00    | 3,053    | 0.00     | 0       | 0.00    |
| BRIDGE MANAGEMENT ENGINEER      | 0       | 0.00    | 0       | 0.00    | 3,053    | 0.00     | 0       | 0.00    |
| DISTRICT DESIGN LIAISON         | 0       | 0.00    | 0       | 0.00    | 4,151    | 0.00     | 0       | 0.00    |
| PLANNING AND PROGRAMMING COORD  | 0       | 0.00    | 0       | 0.00    | 2,724    | 0.00     | 0       | 0.00    |
| RESEARCH ADMINISTRATOR          | 0       | 0.00    | 0       | 0.00    | 2,938    | 0.00     | 0       | 0.00    |
| ORGANIZATIONAL PERFORMANCE SPE  | 0       | 0.00    | 0       | 0.00    | 2,133    | 0.00     | 0       | 0.00    |
| ENVIRONMENTAL & HIST PRESV MGR  | 0       | 0.00    | 0       | 0.00    | 2,884    | 0.00     | 0       | 0.00    |
| HISTORIC PRESERVATION MANAGER   | 0       | 0.00    | 0       | 0.00    | 2,574    | 0.00     | 0       | 0.00    |
| SENIOR LITIGATION COUNSEL       | 0       | 0.00    | 0       | 0.00    | 5,537    | 0.00     | 0       | 0.00    |
| SENIOR ADMINISTRATIVE COUNSEL   | 0       | 0.00    | 0       | 0.00    | 1,672    | 0.00     | 0       | 0.00    |
| INNOV PARTNERS & ATL FUND DIR   | 0       | 0.00    | 0       | 0.00    | 3,800    | 0.00     | 0       | 0.00    |
| RIGHT OF WAY DIRECTOR           | 0       | 0.00    | 0       | 0.00    | 3,726    | 0.00     | 0       | 0.00    |
| STATE BRIDGE ENGINEER           | 0       | 0.00    | 0       | 0.00    | 3,909    | 0.00     | 0       | 0.00    |
| STATE DESIGN ENGINEER           | 0       | 0.00    | 0       | 0.00    | 3,909    | 0.00     | 0       | 0.00    |
| STATE CO & MA ENGINEER          | 0       | 0.00    | 0       | 0.00    | 4,062    | 0.00     | 0       | 0.00    |
| TRANSPORTATION PLANNING DIR     | 0       | 0.00    | 0       | 0.00    | 3,909    | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|---------------------------------|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                   | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class             | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>CONSTRUCTION</b>             |            |             |            |             |                    |             |            |             |
| <b>MODOT Pay Plan - 1605005</b> |            |             |            |             |                    |             |            |             |
| SENIOR ASSISTANT COUNSEL        | 0          | 0.00        | 0          | 0.00        | 10,370             | 0.00        | 0          | 0.00        |
| EXTERNAL CIVIL RIGHTS DIRECTOR  | 0          | 0.00        | 0          | 0.00        | 3,489              | 0.00        | 0          | 0.00        |
| REGIONAL COUNSEL                | 0          | 0.00        | 0          | 0.00        | 15,336             | 0.00        | 0          | 0.00        |
| ASSISTANT COUNSEL               | 0          | 0.00        | 0          | 0.00        | 1,842              | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>               | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>2,530,954</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>              | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$2,530,954</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>          | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>            | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>              | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$2,530,954</b> | <b>0.00</b> |            | <b>0.00</b> |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>              |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| MOTOR CARRIER AGENT             | 0       | 0.00    | 0       | 0.00    | 1,241    | 0.00     | 0       | 0.00    |
| SR MOTOR CARRIER SERVICES ASST  | 0       | 0.00    | 0       | 0.00    | 1,140    | 0.00     | 0       | 0.00    |
| SR TRAFFIC SYSTEMS OPERATOR     | 0       | 0.00    | 0       | 0.00    | 8,819    | 0.00     | 0       | 0.00    |
| INCIDENT MANAGEMENT COORDINATR  | 0       | 0.00    | 0       | 0.00    | 2,520    | 0.00     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN       | 0       | 0.00    | 0       | 0.00    | 1,418    | 0.00     | 0       | 0.00    |
| SR ADMINISTRATIVE TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 4,253    | 0.00     | 0       | 0.00    |
| OFFICE ASSISTANT                | 0       | 0.00    | 0       | 0.00    | 1,853    | 0.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT         | 0       | 0.00    | 0       | 0.00    | 8,955    | 0.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT             | 0       | 0.00    | 0       | 0.00    | 4,412    | 0.00     | 0       | 0.00    |
| GENERAL SERVICES TECHNICIAN     | 0       | 0.00    | 0       | 0.00    | 1,287    | 0.00     | 0       | 0.00    |
| SENIOR GENERAL SERVICES TECHNI  | 0       | 0.00    | 0       | 0.00    | 1,243    | 0.00     | 0       | 0.00    |
| SENIOR SYSTEM MANAGEMENT TECHN  | 0       | 0.00    | 0       | 0.00    | 1,806    | 0.00     | 0       | 0.00    |
| MOTOR CARRIER TECHNICIAN        | 0       | 0.00    | 0       | 0.00    | 2,262    | 0.00     | 0       | 0.00    |
| SR MOTOR CARRIER TECHNICIAN     | 0       | 0.00    | 0       | 0.00    | 1,243    | 0.00     | 0       | 0.00    |
| BRIDGE MAINTENANCE SUPERINTEND  | 0       | 0.00    | 0       | 0.00    | 2,267    | 0.00     | 0       | 0.00    |
| BR INSPECTION CREW SUPERVISOR   | 0       | 0.00    | 0       | 0.00    | 5,424    | 0.00     | 0       | 0.00    |
| SR BR INSPECTION CREW MEMBER    | 0       | 0.00    | 0       | 0.00    | 4,133    | 0.00     | 0       | 0.00    |
| INT BR INSPECTION CREW MEMBER   | 0       | 0.00    | 0       | 0.00    | 1,356    | 0.00     | 0       | 0.00    |
| BRIDGE INSPECTION CREW MEMBER   | 0       | 0.00    | 0       | 0.00    | 3,482    | 0.00     | 0       | 0.00    |
| BRIDGE INSPECTION CREW LEADER   | 0       | 0.00    | 0       | 0.00    | 2,966    | 0.00     | 0       | 0.00    |
| MAINTENANCE CREW LEADER         | 0       | 0.00    | 0       | 0.00    | 671,396  | 0.00     | 0       | 0.00    |
| MAINTENANCE TECHNICIAN          | 0       | 0.00    | 0       | 0.00    | 1,101    | 0.00     | 0       | 0.00    |
| INTER MAINTENANCE TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 1,264    | 0.00     | 0       | 0.00    |
| SENIOR MAINTENANCE TECHNICIAN   | 0       | 0.00    | 0       | 0.00    | 7,182    | 0.00     | 0       | 0.00    |
| TRAFFIC SYSTEMS SUPERVISOR      | 0       | 0.00    | 0       | 0.00    | 6,184    | 0.00     | 0       | 0.00    |
| SENIOR OUTDOOR ADVERTISING TEC  | 0       | 0.00    | 0       | 0.00    | 1,508    | 0.00     | 0       | 0.00    |
| SENIOR CUSTOMER SERVICE REP     | 0       | 0.00    | 0       | 0.00    | 20,091   | 0.00     | 0       | 0.00    |
| ASSISTANT EQUIPMENT TECHNICIAN  | 0       | 0.00    | 0       | 0.00    | 6,743    | 0.00     | 0       | 0.00    |
| BRIDGE INSPECTION TECHNICIAN    | 0       | 0.00    | 0       | 0.00    | 10,348   | 0.00     | 0       | 0.00    |
| CUSTOMER SERVICE REP            | 0       | 0.00    | 0       | 0.00    | 3,675    | 0.00     | 0       | 0.00    |
| URBAN TRAFFIC SUPERVISOR        | 0       | 0.00    | 0       | 0.00    | 4,036    | 0.00     | 0       | 0.00    |
| UTILITY LOCATOR                 | 0       | 0.00    | 0       | 0.00    | 6,108    | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|-----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>              |         |         |         |         |           |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |           |          |         |         |
| SENIOR TRAFFIC TECHNICIAN-NSS   | 0       | 0.00    | 0       | 0.00    | 2,890     | 0.00     | 0       | 0.00    |
| INT MOTOR CARRIER AGENT         | 0       | 0.00    | 0       | 0.00    | 5,069     | 0.00     | 0       | 0.00    |
| SR MOTOR CARRIER AGENT          | 0       | 0.00    | 0       | 0.00    | 30,501    | 0.00     | 0       | 0.00    |
| INTERMEDIATE MAINTENANCE WRKR   | 0       | 0.00    | 0       | 0.00    | 510,473   | 0.00     | 0       | 0.00    |
| MAINT SUPERINTENDENT            | 0       | 0.00    | 0       | 0.00    | 93,417    | 0.00     | 0       | 0.00    |
| MAINTENANCE WORKER              | 0       | 0.00    | 0       | 0.00    | 158,492   | 0.00     | 0       | 0.00    |
| SENIOR MAINTENANCE WORKER       | 0       | 0.00    | 0       | 0.00    | 1,990,071 | 0.00     | 0       | 0.00    |
| MAINTENANCE SUPERVISOR          | 0       | 0.00    | 0       | 0.00    | 351,928   | 0.00     | 0       | 0.00    |
| ASST MAINTENANCE SUPERVISOR     | 0       | 0.00    | 0       | 0.00    | 121,012   | 0.00     | 0       | 0.00    |
| MOTORIST ASSISTANCE OPERATOR    | 0       | 0.00    | 0       | 0.00    | 4,001     | 0.00     | 0       | 0.00    |
| TRAFFIC TECHNICIAN              | 0       | 0.00    | 0       | 0.00    | 1,101     | 0.00     | 0       | 0.00    |
| INTER TRAFFIC TECHNICIAN        | 0       | 0.00    | 0       | 0.00    | 2,622     | 0.00     | 0       | 0.00    |
| SENIOR TRAFFIC TECHNICIAN       | 0       | 0.00    | 0       | 0.00    | 30,653    | 0.00     | 0       | 0.00    |
| FACILITY OPERATIONS SUPERVISOR  | 0       | 0.00    | 0       | 0.00    | 1,881     | 0.00     | 0       | 0.00    |
| SR TR SIGNAL AND LIGHTING TECH  | 0       | 0.00    | 0       | 0.00    | 110,136   | 0.00     | 0       | 0.00    |
| TRAFFIC SUPERVISOR              | 0       | 0.00    | 0       | 0.00    | 14,382    | 0.00     | 0       | 0.00    |
| EQUIPMENT TECHNICIAN            | 0       | 0.00    | 0       | 0.00    | 8,872     | 0.00     | 0       | 0.00    |
| INTERMEDIATE EQUIPMENT TECH     | 0       | 0.00    | 0       | 0.00    | 38,940    | 0.00     | 0       | 0.00    |
| SENIOR EQUIPMENT TECHNICIAN     | 0       | 0.00    | 0       | 0.00    | 228,285   | 0.00     | 0       | 0.00    |
| EQUIPMENT TECHNICIAN SUPERVISO  | 0       | 0.00    | 0       | 0.00    | 24,076    | 0.00     | 0       | 0.00    |
| INT TR SIGNAL AND LIGHTING TEC  | 0       | 0.00    | 0       | 0.00    | 45,447    | 0.00     | 0       | 0.00    |
| TR SIGNAL AND LIGHTING TECHNIC  | 0       | 0.00    | 0       | 0.00    | 26,960    | 0.00     | 0       | 0.00    |
| MCS SYSTEM & TRAINING ANALYST   | 0       | 0.00    | 0       | 0.00    | 6,158     | 0.00     | 0       | 0.00    |
| TR COMMUNICATION SPECIALIST     | 0       | 0.00    | 0       | 0.00    | 1,620     | 0.00     | 0       | 0.00    |
| SENIOR TRAFFIC SPECIALIST-NSS   | 0       | 0.00    | 0       | 0.00    | 1,710     | 0.00     | 0       | 0.00    |
| SENIOR TRAFFIC SPECIALIST       | 0       | 0.00    | 0       | 0.00    | 46,935    | 0.00     | 0       | 0.00    |
| MOTOR CARRIER COMPLIANCE SUPV   | 0       | 0.00    | 0       | 0.00    | 8,860     | 0.00     | 0       | 0.00    |
| TRAFFIC SPECIALIST              | 0       | 0.00    | 0       | 0.00    | 4,608     | 0.00     | 0       | 0.00    |
| TRAFFIC OPERATIONS SUPERVISOR   | 0       | 0.00    | 0       | 0.00    | 5,901     | 0.00     | 0       | 0.00    |
| INT INFO SYSTEMS TECHNOLOGIST   | 0       | 0.00    | 0       | 0.00    | 1,620     | 0.00     | 0       | 0.00    |
| SPECIAL PROJECTS COORD          | 0       | 0.00    | 0       | 0.00    | 2,735     | 0.00     | 0       | 0.00    |
| MC INVESTIGATIONS ADMINISTRATR  | 0       | 0.00    | 0       | 0.00    | 2,634     | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>              |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b> |         |         |         |         |          |          |         |         |
| TRANSPORTATION PROGRAM MANAGEI  | 0       | 0.00    | 0       | 0.00    | 2,103    | 0.00     | 0       | 0.00    |
| TRANSP ENFRMNT INVESTIGATOR     | 0       | 0.00    | 0       | 0.00    | 19,477   | 0.00     | 0       | 0.00    |
| SR TRNS ENFRCEMNT INVESTIGATOR  | 0       | 0.00    | 0       | 0.00    | 40,399   | 0.00     | 0       | 0.00    |
| TRANS ENFORCEMENT INVESTI SUPV  | 0       | 0.00    | 0       | 0.00    | 7,482    | 0.00     | 0       | 0.00    |
| MC INVESTIGATIONS SPEC          | 0       | 0.00    | 0       | 0.00    | 4,096    | 0.00     | 0       | 0.00    |
| HWY SAFETY PROG ADMINISTRATOR   | 0       | 0.00    | 0       | 0.00    | 2,443    | 0.00     | 0       | 0.00    |
| ASST MOTOR CARRIER SERV DIRECT  | 0       | 0.00    | 0       | 0.00    | 2,896    | 0.00     | 0       | 0.00    |
| OUTDOOR ADVERT PERMIT SPEC      | 0       | 0.00    | 0       | 0.00    | 2,912    | 0.00     | 0       | 0.00    |
| SR OUTDOOR ADVERTISING PERM SP  | 0       | 0.00    | 0       | 0.00    | 5,226    | 0.00     | 0       | 0.00    |
| MOTOR CARRIER PROJECT MANAGER   | 0       | 0.00    | 0       | 0.00    | 6,473    | 0.00     | 0       | 0.00    |
| COMMRCIAL MTR VEHICLE PROG MGR  | 0       | 0.00    | 0       | 0.00    | 2,183    | 0.00     | 0       | 0.00    |
| SYSTEM MANAGEMENT SPECIALIST    | 0       | 0.00    | 0       | 0.00    | 4,614    | 0.00     | 0       | 0.00    |
| OUTDOOR ADVERTISING MANAGER     | 0       | 0.00    | 0       | 0.00    | 2,183    | 0.00     | 0       | 0.00    |
| OUTDOOR ADVERTISING SPECIALIST  | 0       | 0.00    | 0       | 0.00    | 1,864    | 0.00     | 0       | 0.00    |
| INTER SYSTEM MANAGEMENT SPECIA  | 0       | 0.00    | 0       | 0.00    | 8,461    | 0.00     | 0       | 0.00    |
| ROADSIDE MANAGER                | 0       | 0.00    | 0       | 0.00    | 9,295    | 0.00     | 0       | 0.00    |
| INFO SYSTEMS TECHNOLOGIST       | 0       | 0.00    | 0       | 0.00    | 1,457    | 0.00     | 0       | 0.00    |
| SR SYSTEM MANAGEMENT SPECIALIS  | 0       | 0.00    | 0       | 0.00    | 13,667   | 0.00     | 0       | 0.00    |
| SR ROADSIDE MANAGEMENT SPECIAL  | 0       | 0.00    | 0       | 0.00    | 4,557    | 0.00     | 0       | 0.00    |
| SPRVING BRIDGE INSPECTION EN    | 0       | 0.00    | 0       | 0.00    | 3,372    | 0.00     | 0       | 0.00    |
| TRAFFIC LIAISON ENGINEER        | 0       | 0.00    | 0       | 0.00    | 8,927    | 0.00     | 0       | 0.00    |
| INTERM PAVEMENT SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 1,989    | 0.00     | 0       | 0.00    |
| PAVEMENT SPECIALIST             | 0       | 0.00    | 0       | 0.00    | 1,839    | 0.00     | 0       | 0.00    |
| SENIOR PAVEMENT SPECIALIST      | 0       | 0.00    | 0       | 0.00    | 12,745   | 0.00     | 0       | 0.00    |
| TRAFFIC MNGMNT & OPERATION ENG  | 0       | 0.00    | 0       | 0.00    | 4,797    | 0.00     | 0       | 0.00    |
| SR TRAFFIC STUDIES SPECIAL-NSS  | 0       | 0.00    | 0       | 0.00    | 6,310    | 0.00     | 0       | 0.00    |
| TRAFFIC SAFETY ENGINEER         | 0       | 0.00    | 0       | 0.00    | 2,537    | 0.00     | 0       | 0.00    |
| BRIDGE INSPECTOR                | 0       | 0.00    | 0       | 0.00    | 10,732   | 0.00     | 0       | 0.00    |
| STANDARDS SPECIALIST            | 0       | 0.00    | 0       | 0.00    | 2,634    | 0.00     | 0       | 0.00    |
| DISTRICT MAINTENANCE ENGINEER   | 0       | 0.00    | 0       | 0.00    | 14,760   | 0.00     | 0       | 0.00    |
| ASST DIST MAINTENANCE ENGINEER  | 0       | 0.00    | 0       | 0.00    | 15,727   | 0.00     | 0       | 0.00    |
| ASST DIST MAINT & TRAFF ENGINE  | 0       | 0.00    | 0       | 0.00    | 5,433    | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|---------------------------------|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                   | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class             | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>MAINTENANCE</b>              |            |             |            |             |                    |             |            |             |
| <b>MODOT Pay Plan - 1605005</b> |            |             |            |             |                    |             |            |             |
| DISTRICT MAINT & TRAFFIC ENGIN  | 0          | 0.00        | 0          | 0.00        | 6,073              | 0.00        | 0          | 0.00        |
| STATEWIDE INCIDENT RESPONSE CO  | 0          | 0.00        | 0          | 0.00        | 2,490              | 0.00        | 0          | 0.00        |
| AREA ENGINEER                   | 0          | 0.00        | 0          | 0.00        | 54,300             | 0.00        | 0          | 0.00        |
| DISTRICT TRAFFIC ENGINEER       | 0          | 0.00        | 0          | 0.00        | 14,773             | 0.00        | 0          | 0.00        |
| DISTRICT BRIDGE ENGINEER        | 0          | 0.00        | 0          | 0.00        | 19,136             | 0.00        | 0          | 0.00        |
| INT TR STUDIES SPECIALIST       | 0          | 0.00        | 0          | 0.00        | 15,256             | 0.00        | 0          | 0.00        |
| TRAFFIC OPERATIONS ENGINEER     | 0          | 0.00        | 0          | 0.00        | 26,369             | 0.00        | 0          | 0.00        |
| SENIOR TRAFFIC STUDIES SPECIAL  | 0          | 0.00        | 0          | 0.00        | 67,060             | 0.00        | 0          | 0.00        |
| MAINTENANCE LIAISON ENGINEER    | 0          | 0.00        | 0          | 0.00        | 11,975             | 0.00        | 0          | 0.00        |
| SR CONSTRUCTION INSPECTOR       | 0          | 0.00        | 0          | 0.00        | 1,257              | 0.00        | 0          | 0.00        |
| SIGN & MARKING ENGINEER         | 0          | 0.00        | 0          | 0.00        | 2,443              | 0.00        | 0          | 0.00        |
| TRAFFIC STUDIES SPECIALIST      | 0          | 0.00        | 0          | 0.00        | 14,029             | 0.00        | 0          | 0.00        |
| BRIDGE INSPECTION ENGINEER      | 0          | 0.00        | 0          | 0.00        | 2,735              | 0.00        | 0          | 0.00        |
| MOTOR CARRIER SERVICES DIRECTR  | 0          | 0.00        | 0          | 0.00        | 3,926              | 0.00        | 0          | 0.00        |
| STATE MAINTENANCE ENGINEER      | 0          | 0.00        | 0          | 0.00        | 4,082              | 0.00        | 0          | 0.00        |
| HIGHWAY SAFETY DIRECTOR         | 0          | 0.00        | 0          | 0.00        | 3,742              | 0.00        | 0          | 0.00        |
| SEASONAL MAINTENANCE WORKER     | 0          | 0.00        | 0          | 0.00        | 237,989            | 0.00        | 0          | 0.00        |
| STATE HWY SAFETY & TRAFFIC ENGR | 0          | 0.00        | 0          | 0.00        | 7,930              | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>               | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>5,414,861</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>              | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$5,414,861</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>          | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>            | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$11,919</b>    | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>              | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$5,402,942</b> | <b>0.00</b> |            | <b>0.00</b> |

## DECISION ITEM DETAIL

| Budget Unit                              | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|--|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                            | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class                      | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |         |         |         |         |          |          |         |         |
| <b>MODOT Pay Plan - 1605005</b>          |         |         |         |         |          |          |         |         |
| SR ADMINISTRATIVE TECHNICIAN             | 0       | 0.00    | 0       | 0.00    | 1,281    | 0.00     | 0       | 0.00    |
| OFFICE ASSISTANT                         | 0       | 0.00    | 0       | 0.00    | 3,155    | 0.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT                  | 0       | 0.00    | 0       | 0.00    | 1,548    | 0.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT                      | 0       | 0.00    | 0       | 0.00    | 2,809    | 0.00     | 0       | 0.00    |
| GENERAL SERVICES TECHNICIAN              | 0       | 0.00    | 0       | 0.00    | 9,161    | 0.00     | 0       | 0.00    |
| SENIOR GENERAL SERVICES TECHNI           | 0       | 0.00    | 0       | 0.00    | 20,977   | 0.00     | 0       | 0.00    |
| SENIOR SUPPLY AGENT                      | 0       | 0.00    | 0       | 0.00    | 20,749   | 0.00     | 0       | 0.00    |
| INFORMATION SYSTEMS TECHNICIAN           | 0       | 0.00    | 0       | 0.00    | 2,229    | 0.00     | 0       | 0.00    |
| INTERMEDIATE IS TECHNICIAN               | 0       | 0.00    | 0       | 0.00    | 4,771    | 0.00     | 0       | 0.00    |
| SENIOR INF SYSTEMS TECHNICIAN            | 0       | 0.00    | 0       | 0.00    | 7,927    | 0.00     | 0       | 0.00    |
| FACILITY OPERATIONS CREW WORKE           | 0       | 0.00    | 0       | 0.00    | 6,383    | 0.00     | 0       | 0.00    |
| BUILDING CUSTODIAN                       | 0       | 0.00    | 0       | 0.00    | 1,661    | 0.00     | 0       | 0.00    |
| SENIOR BUILDING CUSTODIAN                | 0       | 0.00    | 0       | 0.00    | 1,895    | 0.00     | 0       | 0.00    |
| SR FACILITY OPERATIONS CREW WO           | 0       | 0.00    | 0       | 0.00    | 21,586   | 0.00     | 0       | 0.00    |
| SUPPLY AGENT                             | 0       | 0.00    | 0       | 0.00    | 2,945    | 0.00     | 0       | 0.00    |
| FACILITY OPERATIONS SUPERVISOR           | 0       | 0.00    | 0       | 0.00    | 17,476   | 0.00     | 0       | 0.00    |
| FACILITY OPERATIONS SPECIALIST           | 0       | 0.00    | 0       | 0.00    | 6,757    | 0.00     | 0       | 0.00    |
| SENIOR FACILITY OPERATIONS SPE           | 0       | 0.00    | 0       | 0.00    | 30,340   | 0.00     | 0       | 0.00    |
| AIRPLANE PILOT                           | 0       | 0.00    | 0       | 0.00    | 940      | 0.00     | 0       | 0.00    |
| AUTOMATION LIAISON ANALYST               | 0       | 0.00    | 0       | 0.00    | 7,282    | 0.00     | 0       | 0.00    |
| EQUIP TECH SUPPORT SPECIALIST            | 0       | 0.00    | 0       | 0.00    | 3,359    | 0.00     | 0       | 0.00    |
| SR GENERAL SERVICES SPEC                 | 0       | 0.00    | 0       | 0.00    | 23,472   | 0.00     | 0       | 0.00    |
| GENERAL SERVICES SPEC                    | 0       | 0.00    | 0       | 0.00    | 8,150    | 0.00     | 0       | 0.00    |
| INT INFO SYSTEMS TECHNOLOGIST            | 0       | 0.00    | 0       | 0.00    | 19,016   | 0.00     | 0       | 0.00    |
| INF SYSTEMS PROJECT MANAGER              | 0       | 0.00    | 0       | 0.00    | 5,635    | 0.00     | 0       | 0.00    |
| INFORMATION SYSTEMS SUPERVISOR           | 0       | 0.00    | 0       | 0.00    | 18,413   | 0.00     | 0       | 0.00    |
| GENERAL SERVICES MANAGER                 | 0       | 0.00    | 0       | 0.00    | 13,997   | 0.00     | 0       | 0.00    |
| SENIOR PROCUREMENT AGENT                 | 0       | 0.00    | 0       | 0.00    | 17,740   | 0.00     | 0       | 0.00    |
| INTERMEDIATE PROCUREMENT AGENT           | 0       | 0.00    | 0       | 0.00    | 9,186    | 0.00     | 0       | 0.00    |
| INFO SYS TECHNOLOGY SPECIALIST           | 0       | 0.00    | 0       | 0.00    | 9,010    | 0.00     | 0       | 0.00    |
| PROCUREMENT AGENT                        | 0       | 0.00    | 0       | 0.00    | 1,365    | 0.00     | 0       | 0.00    |
| CENTRAL OFFICE GENERAL SERV MG           | 0       | 0.00    | 0       | 0.00    | 6,472    | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|--|------------|-------------|------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                            | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |            |             |            |             |                  |             |            |             |
| <b>MODOT Pay Plan - 1605005</b>          |            |             |            |             |                  |             |            |             |
| INTERM GEN SERV SPECIALIST               | 0          | 0.00        | 0          | 0.00        | 5,971            | 0.00        | 0          | 0.00        |
| DIST INFORMATION SYSTM MANAGER           | 0          | 0.00        | 0          | 0.00        | 10,153           | 0.00        | 0          | 0.00        |
| LEAD INFO SYSTEMS TECHNOLOGIST           | 0          | 0.00        | 0          | 0.00        | 62,186           | 0.00        | 0          | 0.00        |
| ASST IS DIRECTOR                         | 0          | 0.00        | 0          | 0.00        | 3,408            | 0.00        | 0          | 0.00        |
| INFO SYSTEMS TECHNOLOGIST                | 0          | 0.00        | 0          | 0.00        | 15,641           | 0.00        | 0          | 0.00        |
| SR INFO SYSTEMS TECHNOLOGIST             | 0          | 0.00        | 0          | 0.00        | 80,509           | 0.00        | 0          | 0.00        |
| GENERAL SERVICES DIRECTOR                | 0          | 0.00        | 0          | 0.00        | 3,576            | 0.00        | 0          | 0.00        |
| INFO SYSTEMS DIRECTOR                    | 0          | 0.00        | 0          | 0.00        | 3,576            | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                        | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>492,707</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$492,707</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>       | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                     | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>       | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$492,707</b> | <b>0.00</b> |            | <b>0.00</b> |



## DECISION ITEM DETAIL

| Budget Unit                        | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019         | FY 2019     | *****      | *****       |
|------------------------------------|------------|-------------|------------|-------------|-----------------|-------------|------------|-------------|
| Decision Item                      | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ        | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR          | FTE         | COLUMN     | COLUMN      |
| <b>MULTIMODAL OPERATIONS ADMIN</b> |            |             |            |             |                 |             |            |             |
| <b>MODOT Pay Plan - 1605005</b>    |            |             |            |             |                 |             |            |             |
| RAIL SAFETY SPECIALIST             | 0          | 0.00        | 0          | 0.00        | 9,200           | 0.00        | 0          | 0.00        |
| SR RAILROAD SAFETY INSPECTOR       | 0          | 0.00        | 0          | 0.00        | 10,559          | 0.00        | 0          | 0.00        |
| EXECUTIVE ASSISTANT                | 0          | 0.00        | 0          | 0.00        | 1,646           | 0.00        | 0          | 0.00        |
| SENIOR FINANCIAL SERVICES TECH     | 0          | 0.00        | 0          | 0.00        | 1,646           | 0.00        | 0          | 0.00        |
| AIRPORT PROJECT TECHNICIAN         | 0          | 0.00        | 0          | 0.00        | 1,720           | 0.00        | 0          | 0.00        |
| AIRPLANE PILOT                     | 0          | 0.00        | 0          | 0.00        | 1,144           | 0.00        | 0          | 0.00        |
| AVIATION OPERATIONS MANAGER        | 0          | 0.00        | 0          | 0.00        | 2,317           | 0.00        | 0          | 0.00        |
| RAILROAD OPERATIONS MANAGER        | 0          | 0.00        | 0          | 0.00        | 2,849           | 0.00        | 0          | 0.00        |
| INTERM MULTIMODAL OPER SPECIAL     | 0          | 0.00        | 0          | 0.00        | 1,664           | 0.00        | 0          | 0.00        |
| MULTIMODAL OPERATIONS SPECIALI     | 0          | 0.00        | 0          | 0.00        | 2,491           | 0.00        | 0          | 0.00        |
| SR MULTIMODAL OPER SPECIALIST      | 0          | 0.00        | 0          | 0.00        | 12,247          | 0.00        | 0          | 0.00        |
| ADMIN OF FREIGHT & WATERWAYS       | 0          | 0.00        | 0          | 0.00        | 3,329           | 0.00        | 0          | 0.00        |
| SR FINANCIAL SERVICES SPECIALI     | 0          | 0.00        | 0          | 0.00        | 2,398           | 0.00        | 0          | 0.00        |
| ADMINISTRATOR OF AVIATION          | 0          | 0.00        | 0          | 0.00        | 2,674           | 0.00        | 0          | 0.00        |
| ADMINISTRATOR OF RAILROADS         | 0          | 0.00        | 0          | 0.00        | 3,641           | 0.00        | 0          | 0.00        |
| ADMINISTRATOR OF TRANSIT           | 0          | 0.00        | 0          | 0.00        | 4,159           | 0.00        | 0          | 0.00        |
| RAILROAD PROJECTS MANAGER          | 0          | 0.00        | 0          | 0.00        | 2,880           | 0.00        | 0          | 0.00        |
| AVIATION PROGRAMS MANAGER          | 0          | 0.00        | 0          | 0.00        | 2,534           | 0.00        | 0          | 0.00        |
| SR CONSTRUCTION INSPECTOR          | 0          | 0.00        | 0          | 0.00        | 4,136           | 0.00        | 0          | 0.00        |
| MULTIMODAL OPERATIONS DIRECTOR     | 0          | 0.00        | 0          | 0.00        | 4,581           | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                  | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>77,815</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$77,815</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>             | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>      | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>               | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$15,059</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                 | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$62,756</b> | <b>0.00</b> |            | <b>0.00</b> |

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**DECISION ITEM SUMMARY**

| Budget Unit                               |                     |             |                     |             |                     |             |            |             |
|---|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                             | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary                     | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                                      | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-ADMINISTRATIO</b>      |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                               |                     |             |                     |             |                     |             |            |             |
| PERSONAL SERVICES                         |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 12,237,360          | 0.00        | 14,064,495          | 0.00        | 14,064,495          | 0.00        | 0          | 0.00        |
| TOTAL - PS                                | 12,237,360          | 0.00        | 14,064,495          | 0.00        | 14,064,495          | 0.00        | 0          | 0.00        |
| EXPENSE & EQUIPMENT                       |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 15,929,838          | 0.00        | 17,797,243          | 0.00        | 17,797,243          | 0.00        | 0          | 0.00        |
| TOTAL - EE                                | 15,929,838          | 0.00        | 17,797,243          | 0.00        | 17,797,243          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                              | <b>28,167,198</b>   | <b>0.00</b> | <b>31,861,738</b>   | <b>0.00</b> | <b>31,861,738</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>Fringes-Retirees Medical - 1605006</b> |                     |             |                     |             |                     |             |            |             |
| EXPENSE & EQUIPMENT                       |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 0                   | 0.00        | 0                   | 0.00        | 1,292,187           | 0.00        | 0          | 0.00        |
| TOTAL - EE                                | 0                   | 0.00        | 0                   | 0.00        | 1,292,187           | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                              | <b>0</b>            | <b>0.00</b> | <b>0</b>            | <b>0.00</b> | <b>1,292,187</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>Fringes - Pay Plan - 1605007</b>       |                     |             |                     |             |                     |             |            |             |
| PERSONAL SERVICES                         |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 0                   | 0.00        | 0                   | 0.00        | 413,335             | 0.00        | 0          | 0.00        |
| TOTAL - PS                                | 0                   | 0.00        | 0                   | 0.00        | 413,335             | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                              | <b>0</b>            | <b>0.00</b> | <b>0</b>            | <b>0.00</b> | <b>413,335</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                        | <b>\$28,167,198</b> | <b>0.00</b> | <b>\$31,861,738</b> | <b>0.00</b> | <b>\$33,567,260</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

**DECISION ITEM SUMMARY**

| Budget Unit                         |                     |             |                     |             |                     |             |            |             |
|-------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                       | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary               | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                                | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-CONSTRUCTION</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                         |                     |             |                     |             |                     |             |            |             |
| PERSONAL SERVICES                   |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                          | 44,138,457          | 0.00        | 50,896,254          | 0.00        | 50,896,254          | 0.00        | 0          | 0.00        |
| TOTAL - PS                          | 44,138,457          | 0.00        | 50,896,254          | 0.00        | 50,896,254          | 0.00        | 0          | 0.00        |
| EXPENSE & EQUIPMENT                 |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                          | 330,619             | 0.00        | 685,000             | 0.00        | 685,000             | 0.00        | 0          | 0.00        |
| TOTAL - EE                          | 330,619             | 0.00        | 685,000             | 0.00        | 685,000             | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                        | <b>44,469,076</b>   | <b>0.00</b> | <b>51,581,254</b>   | <b>0.00</b> | <b>51,581,254</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>Fringes - Pay Plan - 1605007</b> |                     |             |                     |             |                     |             |            |             |
| PERSONAL SERVICES                   |                     |             |                     |             |                     |             |            |             |
| STATE ROAD                          | 0                   | 0.00        | 0                   | 0.00        | 1,471,496           | 0.00        | 0          | 0.00        |
| TOTAL - PS                          | 0                   | 0.00        | 0                   | 0.00        | 1,471,496           | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                        | <b>0</b>            | <b>0.00</b> | <b>0</b>            | <b>0.00</b> | <b>1,471,496</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$44,469,076</b> | <b>0.00</b> | <b>\$51,581,254</b> | <b>0.00</b> | <b>\$53,052,750</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                  |                      |                |                      |                |                      |                 |                |                |
|-------------------------------------|----------------------|----------------|----------------------|----------------|----------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                | <b>FY 2017</b>       | <b>FY 2017</b> | <b>FY 2018</b>       | <b>FY 2018</b> | <b>FY 2019</b>       | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>        | <b>ACTUAL</b>        | <b>ACTUAL</b>  | <b>BUDGET</b>        | <b>BUDGET</b>  | <b>DEPT REQ</b>      | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                         | <b>DOLLAR</b>        | <b>FTE</b>     | <b>DOLLAR</b>        | <b>FTE</b>     | <b>DOLLAR</b>        | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>FRINGE BENEFITS-MAINTENANCE</b>  |                      |                |                      |                |                      |                 |                |                |
| <b>CORE</b>                         |                      |                |                      |                |                      |                 |                |                |
| PERSONAL SERVICES                   |                      |                |                      |                |                      |                 |                |                |
| DEPT OF TRANSPORT HWY SAFETY        | 188,444              | 0.00           | 234,526              | 0.00           | 234,526              | 0.00            | 0              | 0.00           |
| STATE ROAD                          | 104,430,468          | 0.00           | 114,443,469          | 0.00           | 114,443,469          | 0.00            | 0              | 0.00           |
| TOTAL - PS                          | 104,618,912          | 0.00           | 114,677,995          | 0.00           | 114,677,995          | 0.00            | 0              | 0.00           |
| EXPENSE & EQUIPMENT                 |                      |                |                      |                |                      |                 |                |                |
| STATE ROAD                          | 5,548,988            | 0.00           | 6,653,778            | 0.00           | 6,653,778            | 0.00            | 0              | 0.00           |
| TOTAL - EE                          | 5,548,988            | 0.00           | 6,653,778            | 0.00           | 6,653,778            | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                        | <b>110,167,900</b>   | <b>0.00</b>    | <b>121,331,773</b>   | <b>0.00</b>    | <b>121,331,773</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>Fringes - Pay Plan - 1605007</b> |                      |                |                      |                |                      |                 |                |                |
| PERSONAL SERVICES                   |                      |                |                      |                |                      |                 |                |                |
| DEPT OF TRANSPORT HWY SAFETY        | 0                    | 0.00           | 0                    | 0.00           | 6,930                | 0.00            | 0              | 0.00           |
| STATE ROAD                          | 0                    | 0.00           | 0                    | 0.00           | 3,141,271            | 0.00            | 0              | 0.00           |
| TOTAL - PS                          | 0                    | 0.00           | 0                    | 0.00           | 3,148,201            | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                        | <b>0</b>             | <b>0.00</b>    | <b>0</b>             | <b>0.00</b>    | <b>3,148,201</b>     | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                  | <b>\$110,167,900</b> | <b>0.00</b>    | <b>\$121,331,773</b> | <b>0.00</b>    | <b>\$124,479,974</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

**DECISION ITEM SUMMARY**

| Budget Unit                               |                    |             |                     |             |                     |             |            |             |
|---|--------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                             | FY 2017            | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary                     | ACTUAL             | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                                      | DOLLAR             | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-FLT,FAC &amp; INFO</b> |                    |             |                     |             |                     |             |            |             |
| <b>CORE</b>                               |                    |             |                     |             |                     |             |            |             |
| PERSONAL SERVICES                         |                    |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 7,568,818          | 0.00        | 10,461,696          | 0.00        | 10,461,696          | 0.00        | 0          | 0.00        |
| TOTAL - PS                                | 7,568,818          | 0.00        | 10,461,696          | 0.00        | 10,461,696          | 0.00        | 0          | 0.00        |
| EXPENSE & EQUIPMENT                       |                    |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 164,347            | 0.00        | 244,493             | 0.00        | 244,493             | 0.00        | 0          | 0.00        |
| TOTAL - EE                                | 164,347            | 0.00        | 244,493             | 0.00        | 244,493             | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                              | <b>7,733,165</b>   | <b>0.00</b> | <b>10,706,189</b>   | <b>0.00</b> | <b>10,706,189</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>Fringes - Pay Plan - 1605007</b>       |                    |             |                     |             |                     |             |            |             |
| PERSONAL SERVICES                         |                    |             |                     |             |                     |             |            |             |
| STATE ROAD                                | 0                  | 0.00        | 0                   | 0.00        | 286,460             | 0.00        | 0          | 0.00        |
| TOTAL - PS                                | 0                  | 0.00        | 0                   | 0.00        | 286,460             | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                              | <b>0</b>           | <b>0.00</b> | <b>0</b>            | <b>0.00</b> | <b>286,460</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                        | <b>\$7,733,165</b> | <b>0.00</b> | <b>\$10,706,189</b> | <b>0.00</b> | <b>\$10,992,649</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                   |                    |                |                    |                |                    |                 |                |                |
|--------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                 | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>         | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                          | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>FRINGE BENEFITS-MULTIMODAL OP</b> |                    |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                          |                    |                |                    |                |                    |                 |                |                |
| PERSONAL SERVICES                    |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL        | 219,346            | 0.00           | 233,832            | 0.00           | 233,832            | 0.00            | 0              | 0.00           |
| STATE ROAD                           | 268,443            | 0.00           | 331,842            | 0.00           | 331,842            | 0.00            | 0              | 0.00           |
| RAILROAD EXPENSE                     | 262,034            | 0.00           | 358,987            | 0.00           | 358,987            | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND            | 109,324            | 0.00           | 118,211            | 0.00           | 118,211            | 0.00            | 0              | 0.00           |
| AVIATION TRUST FUND                  | 314,862            | 0.00           | 375,302            | 0.00           | 375,302            | 0.00            | 0              | 0.00           |
| TOTAL - PS                           | 1,174,009          | 0.00           | 1,418,174          | 0.00           | 1,418,174          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                         | <b>1,174,009</b>   | <b>0.00</b>    | <b>1,418,174</b>   | <b>0.00</b>    | <b>1,418,174</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>Fringes - Pay Plan - 1605007</b>  |                    |                |                    |                |                    |                 |                |                |
| PERSONAL SERVICES                    |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL        | 0                  | 0.00           | 0                  | 0.00           | 8,755              | 0.00            | 0              | 0.00           |
| STATE ROAD                           | 0                  | 0.00           | 0                  | 0.00           | 10,563             | 0.00            | 0              | 0.00           |
| RAILROAD EXPENSE                     | 0                  | 0.00           | 0                  | 0.00           | 9,331              | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND            | 0                  | 0.00           | 0                  | 0.00           | 6,075              | 0.00            | 0              | 0.00           |
| AVIATION TRUST FUND                  | 0                  | 0.00           | 0                  | 0.00           | 10,517             | 0.00            | 0              | 0.00           |
| TOTAL - PS                           | 0                  | 0.00           | 0                  | 0.00           | 45,241             | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                         | <b>0</b>           | <b>0.00</b>    | <b>0</b>           | <b>0.00</b>    | <b>45,241</b>      | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                   | <b>\$1,174,009</b> | <b>0.00</b>    | <b>\$1,418,174</b> | <b>0.00</b>    | <b>\$1,463,415</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |



## CORE DECISION ITEM

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Department of Transportation</b> | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>    |                                     |
| <b>Core: Fringe Benefits</b>        | <b>HB Section: 04.405</b>           |

## 1. CORE FINANCIAL SUMMARY

| FY 2019 Budget Request  |      |           |               |               | FY 2019 Governor's Recommendation |   |      |         |       |       |   |
|---|------|-----------|---------------|---------------|-----------------------------------|---|------|---------|-------|-------|---|
|   | GR   | Federal   | Other         | Total         | E                                 |   | GR   | Federal | Other | Total | E |
| PS  | \$0  | \$468,358 | \$191,050,256 | \$191,518,614 | E                                 | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE  | \$0  | \$0       | \$25,380,514  | \$25,380,514  | E                                 | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD   | \$0  | \$0       | \$0           | \$0           |                                   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF   | \$0  | \$0       | \$0           | \$0           |                                   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total   | \$0  | \$468,358 | \$216,430,770 | \$216,899,128 | E                                 | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE   | 0.00 | 0.00      | 0.00          | 0.00          |                                   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4  | \$0  | \$0       | \$0           | \$0           |                                   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5  | \$0  | \$0       | \$0           | \$0           |                                   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |           |               |               |                                   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Road Fund (0320), Railroad Expense Fund (0659),  
State Transportation Fund (0675), Aviation Trust Fund (0952)

Notes: An "E" is requested for \$216,430,770 Other Funds and \$468,358 Federal Funds.

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

## 2. CORE DESCRIPTION

These appropriations are for the continuation of the core fringe benefits within MoDOT. The personal services fringe benefits include retirement and long term disability (LTD) contributions and medical and life insurance. Retirement and LTD projected expenditures are based upon the core salaries multiplied by the retirement and LTD rate set by MPERS Board of Trustees. In fiscal year 2018, the rate is 58.00 percent, and the rate is expected to remain the same in fiscal year 2019. MoDOT's medical insurance rates are calculated on a calendar year basis. The department's share of medical insurance costs for fiscal year 2019 is based on the 2018 and projected 2019 calendar year rates. For calendar year 2018, the total monthly premium for the "Subscriber Only" plan is \$511 while the total monthly premium for the "Subscriber/Spouse", "Subscriber/1 Child", "Subscriber/2 Children" and "Subscriber/Family" plans range from \$715 to \$1,553. These are the rates for the Preferred Provider Organization (PPO) Plan. The rates are lower for employees who opt in to the High Deductible Health Plan. MoDOT's share of the life insurance annual costs is projected to be \$0.14 per \$1,000 of coverage. The medical and life insurance costs are also based upon the most current actuarial study of the medical plan.

The expense and equipment fringe benefits include medical insurance for retirees, workers' compensation and the employee assistance program (EAP). MoDOT's share of monthly medical insurance premiums for its retirees ranges from \$189 to \$892 for calendar year 2018 for employees who retired prior to January 1, 2015. The State contribution for employees who retired on or after January 1, 2015 is two percent per year of service, with a maximum state share of 50 percent. Workers' Compensation is based upon the most current actuarial study of the workers' compensation plan. The EAP is based on rates provided by the Missouri Consolidated Health Care Plan (MCHCP). Core Description continued on page 63.

## CORE DECISION ITEM

|                                     |                                     |
|-------------------------------------|-------------------------------------|
| <b>Department of Transportation</b> | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>    |                                     |
| <b>Core: Fringe Benefits</b>        | <b>HB Section: 04.405</b>           |

**3. PROGRAM LISTING (list programs included in this core funding)**

For the Department's Request, fiscal year 2019 fringe benefits are broken out as follows:

|  | Retirement &<br>LTD  | Medical & Life<br>Insurance | Workers'<br>Compensation | EAP              | Retiree Medical<br>Insurance | Total                |
|--|----------------------|-----------------------------|--------------------------|------------------|------------------------------|----------------------|
| Administration - State Road Fund         | \$10,863,026         | \$3,201,469                 | \$43,238                 | \$6,618          | \$17,747,387                 | \$31,861,738         |
| Construction - State Road Fund           | \$39,029,475         | \$11,866,779                | \$371,122                | \$313,878        | \$0                          | \$51,581,254         |
| Maintenance - State Road Fund            | \$82,968,330         | \$31,475,139                | \$6,613,063              | \$40,715         | \$0                          | \$121,097,247        |
| Maintenance - Hwy Safety Fund            | \$185,137            | \$49,389                    | \$0                      | \$0              | \$0                          | \$234,526            |
| Fleet, Facilities & IS - State Road Fund | \$8,305,789          | \$2,155,907                 | \$192,577                | \$51,916         | \$0                          | \$10,706,189         |
| Multimodal - State Road Fund             | \$273,836            | \$58,006                    | \$0                      | \$0              | \$0                          | \$331,842            |
| Multimodal - Federal Fund                | \$183,699            | \$50,133                    | \$0                      | \$0              | \$0                          | \$233,832            |
| Multimodal - Railroad Expense Fund       | \$270,826            | \$88,161                    | \$0                      | \$0              | \$0                          | \$358,987            |
| Multimodal - State Transportation Fund   | \$94,255             | \$23,956                    | \$0                      | \$0              | \$0                          | \$118,211            |
| Multimodal - Aviation Trust Fund         | \$292,447            | \$82,855                    | \$0                      | \$0              | \$0                          | \$375,302            |
|  | <u>\$142,466,820</u> | <u>\$49,051,794</u>         | <u>\$7,220,000</u>       | <u>\$413,127</u> | <u>\$17,747,387</u>          | <u>\$216,899,128</u> |

## CORE DECISION ITEM

Department of Transportation

Division: Department Wide

Core: Fringe Benefits

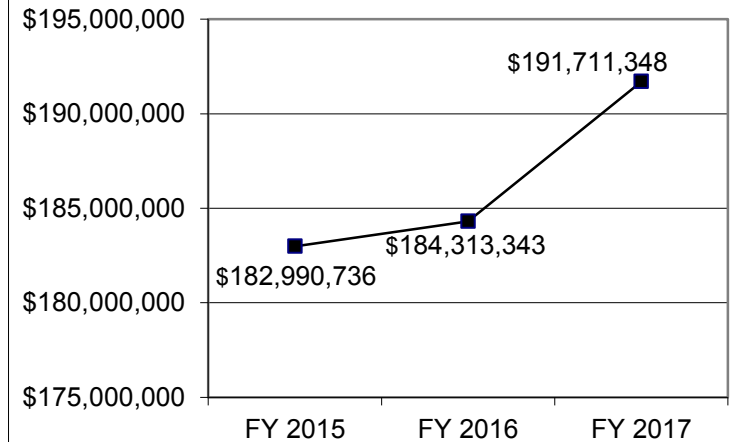
Budget Unit: Department Wide

HB Section: 04.405

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$211,893,526     | \$211,909,575     | \$214,869,128     | \$216,899,128          |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)     | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$211,893,526     | \$211,909,575     | \$214,869,128     | N/A                    |
| Actual Expenditures (All Funds) | \$182,990,736     | \$184,313,343     | \$191,711,348     | N/A                    |
| Unexpended (All Funds)          | \$28,902,790      | \$27,596,232      | \$23,157,780      | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$113,617         | \$69,709          | \$60,568          | N/A                    |
| Other                           | \$28,789,173      | \$27,526,523      | \$23,097,212      | N/A                    |

Actual Expenditures (All Funds)



Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

**NOTES:**

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |   |      |       |                     |                  |                    |             |                    |
|---|--------|---|------|-------|---------------------|------------------|--------------------|-------------|--------------------|
|   |        |   |      |       |                     | ESTIMATED APPROP |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                             | FUND | FUND  | FY 18 APPROP<br>AMT | FY 18            | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 4.405   | 7448   | FRINGES MAINTENANCE PS                  | 0320 | OTHER | \$114,443,469       |                  | E                  |             |                    |
| 4.405   | 7443   | FRINGES CONSTRUCTION PS                 | 0320 | OTHER | \$50,896,254        |                  | E                  |             |                    |
| 4.405   | 7438   | FRINGES ADMINISTRATION PS               | 0320 | OTHER | \$14,064,495        |                  | E                  |             |                    |
| 4.405   | 7466   | FRINGES FLT, FAC & INFO PS              | 0320 | OTHER | \$10,461,696        |                  | E                  |             |                    |
| 4.405   | 7469   | FRINGES MULTIMODAL PS                   | 0320 | OTHER | \$331,842           |                  | E                  |             |                    |
| 4.405   | 6181   | FRINGES MULTIMODAL PS - RR FUND         | 0659 | OTHER | \$358,987           |                  | E                  |             |                    |
| 4.405   | 4662   | FRINGES MULTIMODAL PS - AVIATION FUND   | 0952 | OTHER | \$375,302           |                  | E                  |             |                    |
| 4.405   | 0102   | FRINGES MULTIMODAL PS - MULTI OP        | 0126 | FED   | \$233,832           |                  | E                  |             |                    |
| 4.405   | 6312   | FRINGES MAINTENANCE PS - HIGHWAY SAFETY | 0149 | FED   | \$234,526           |                  | E                  |             |                    |
| 4.405   | 0115   | FRINGES MULTIMODAL PS - ST TRANS FUND   | 0675 | OTHER | \$118,211           |                  | E                  |             |                    |
| 4.405   | 7439   | FRINGES ADMINISTRATION E&E              | 0320 | OTHER | \$17,797,243        |                  | E                  |             |                    |
| 4.405   | 7444   | FRINGES CONSTRUCTION E&E                | 0320 | OTHER | \$685,000           |                  | E                  |             |                    |
| 4.405   | 7449   | FRINGES MAINTENANCE E&E                 | 0320 | OTHER | \$6,653,778         |                  | E                  |             |                    |
| 4.405   | 7467   | FRINGES FLT, FAC & INFO E&E             | 0320 | OTHER | \$244,493           |                  | E                  |             |                    |

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**CORE RECONCILIATION DETAIL**


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STATE

FRINGE BENEFITS-ADMINISTRATIO

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other             | Total             | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|-------------------|-------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |                   |                   |             |
|                                    | PS              | 0.00        | 0        | 0        | 14,064,495        | 14,064,495        |             |
|                                    | EE              | 0.00        | 0        | 0        | 17,797,243        | 17,797,243        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>31,861,738</b> | <b>31,861,738</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |                   |                   |             |
|                                    | PS              | 0.00        | 0        | 0        | 14,064,495        | 14,064,495        |             |
|                                    | EE              | 0.00        | 0        | 0        | 17,797,243        | 17,797,243        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>31,861,738</b> | <b>31,861,738</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |                   |                   |             |
|                                    | PS              | 0.00        | 0        | 0        | 14,064,495        | 14,064,495        |             |
|                                    | EE              | 0.00        | 0        | 0        | 17,797,243        | 17,797,243        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>31,861,738</b> | <b>31,861,738</b> |             |

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**CORE RECONCILIATION DETAIL**

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STATE

FRINGE BENEFITS-CONSTRUCTION

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**5. CORE RECONCILIATION DETAIL**

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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other             | Total             | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|-------------------|-------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |                   |                   |             |
|                                    | PS              | 0.00        | 0        | 0        | 50,896,254        | 50,896,254        |             |
|                                    | EE              | 0.00        | 0        | 0        | 685,000           | 685,000           |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>51,581,254</b> | <b>51,581,254</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |                   |                   |             |
|                                    | PS              | 0.00        | 0        | 0        | 50,896,254        | 50,896,254        |             |
|                                    | EE              | 0.00        | 0        | 0        | 685,000           | 685,000           |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>51,581,254</b> | <b>51,581,254</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |                   |                   |             |
|                                    | PS              | 0.00        | 0        | 0        | 50,896,254        | 50,896,254        |             |
|                                    | EE              | 0.00        | 0        | 0        | 685,000           | 685,000           |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>51,581,254</b> | <b>51,581,254</b> |             |

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**CORE RECONCILIATION DETAIL**

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**STATE**

**FRINGE BENEFITS-MAINTENANCE**

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**5. CORE RECONCILIATION DETAIL**

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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>       | <b>Total</b>       | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|--------------------|--------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                    |                    |                    |
|                                    | PS                      | 0.00        | 0         | 234,526        | 114,443,469        | 114,677,995        |                    |
|                                    | EE                      | 0.00        | 0         | 0              | 6,653,778          | 6,653,778          |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>234,526</b> | <b>121,097,247</b> | <b>121,331,773</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                    |                    |                    |
|                                    | PS                      | 0.00        | 0         | 234,526        | 114,443,469        | 114,677,995        |                    |
|                                    | EE                      | 0.00        | 0         | 0              | 6,653,778          | 6,653,778          |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>234,526</b> | <b>121,097,247</b> | <b>121,331,773</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                    |                    |                    |
|                                    | PS                      | 0.00        | 0         | 234,526        | 114,443,469        | 114,677,995        |                    |
|                                    | EE                      | 0.00        | 0         | 0              | 6,653,778          | 6,653,778          |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>234,526</b> | <b>121,097,247</b> | <b>121,331,773</b> |                    |

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**CORE RECONCILIATION DETAIL**


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**STATE****FRINGE BENEFITS-FLT,FAC & INFO**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>      | <b>Total</b>      | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|-------------------|-------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                   |                   |                    |
|                                    | PS                      | 0.00        | 0         | 0              | 10,461,696        | 10,461,696        |                    |
|                                    | EE                      | 0.00        | 0         | 0              | 244,493           | 244,493           |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>10,706,189</b> | <b>10,706,189</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                   |                   |                    |
|                                    | PS                      | 0.00        | 0         | 0              | 10,461,696        | 10,461,696        |                    |
|                                    | EE                      | 0.00        | 0         | 0              | 244,493           | 244,493           |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>10,706,189</b> | <b>10,706,189</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                   |                   |                    |
|                                    | PS                      | 0.00        | 0         | 0              | 10,461,696        | 10,461,696        |                    |
|                                    | EE                      | 0.00        | 0         | 0              | 244,493           | 244,493           |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>10,706,189</b> | <b>10,706,189</b> |                    |



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**CORE RECONCILIATION DETAIL**


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**STATE****FRINGE BENEFITS-MULTIMODAL OP**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>     | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|------------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                  |                  |                    |
|                                    | PS                      | 0.00        | 0         | 233,832        | 1,184,342        | 1,418,174        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>233,832</b> | <b>1,184,342</b> | <b>1,418,174</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                  |                  |                    |
|                                    | PS                      | 0.00        | 0         | 233,832        | 1,184,342        | 1,418,174        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>233,832</b> | <b>1,184,342</b> | <b>1,418,174</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                  |                  |                    |
|                                    | PS                      | 0.00        | 0         | 233,832        | 1,184,342        | 1,418,174        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>233,832</b> | <b>1,184,342</b> | <b>1,418,174</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|--------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-ADMINISTRATIO</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                          |                     |             |                     |             |                     |             |            |             |
| BENEFITS                             | 12,237,360          | 0.00        | 14,064,495          | 0.00        | 14,064,495          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                    | <b>12,237,360</b>   | <b>0.00</b> | <b>14,064,495</b>   | <b>0.00</b> | <b>14,064,495</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| MISCELLANEOUS EXPENSES               | 15,929,838          | 0.00        | 17,797,243          | 0.00        | 17,797,243          | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                    | <b>15,929,838</b>   | <b>0.00</b> | <b>17,797,243</b>   | <b>0.00</b> | <b>17,797,243</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$28,167,198</b> | <b>0.00</b> | <b>\$31,861,738</b> | <b>0.00</b> | <b>\$31,861,738</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>               | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                 | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                   | <b>\$28,167,198</b> | <b>0.00</b> | <b>\$31,861,738</b> | <b>0.00</b> | <b>\$31,861,738</b> | <b>0.00</b> |            | <b>0.00</b> |

**DECISION ITEM DETAIL**

| Budget Unit                         | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|-------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                       | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                 | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-CONSTRUCTION</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                         |                     |             |                     |             |                     |             |            |             |
| BENEFITS                            | 44,138,457          | 0.00        | 50,896,254          | 0.00        | 50,896,254          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                   | <b>44,138,457</b>   | <b>0.00</b> | <b>50,896,254</b>   | <b>0.00</b> | <b>50,896,254</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| MISCELLANEOUS EXPENSES              | 330,619             | 0.00        | 685,000             | 0.00        | 685,000             | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                   | <b>330,619</b>      | <b>0.00</b> | <b>685,000</b>      | <b>0.00</b> | <b>685,000</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$44,469,076</b> | <b>0.00</b> | <b>\$51,581,254</b> | <b>0.00</b> | <b>\$51,581,254</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>              | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                  | <b>\$44,469,076</b> | <b>0.00</b> | <b>\$51,581,254</b> | <b>0.00</b> | <b>\$51,581,254</b> | <b>0.00</b> |            | <b>0.00</b> |

**DECISION ITEM DETAIL**

| Budget Unit                        | FY 2017              | FY 2017     | FY 2018              | FY 2018     | FY 2019              | FY 2019     | *****      | *****       |
|------------------------------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|------------|-------------|
| Decision Item                      | ACTUAL               | ACTUAL      | BUDGET               | BUDGET      | DEPT REQ             | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR               | FTE         | DOLLAR               | FTE         | DOLLAR               | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-MAINTENANCE</b> |                      |             |                      |             |                      |             |            |             |
| <b>CORE</b>                        |                      |             |                      |             |                      |             |            |             |
| BENEFITS                           | 104,618,912          | 0.00        | 114,677,995          | 0.00        | 114,677,995          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                  | <b>104,618,912</b>   | <b>0.00</b> | <b>114,677,995</b>   | <b>0.00</b> | <b>114,677,995</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| MISCELLANEOUS EXPENSES             | 5,548,988            | 0.00        | 6,653,778            | 0.00        | 6,653,778            | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                  | <b>5,548,988</b>     | <b>0.00</b> | <b>6,653,778</b>     | <b>0.00</b> | <b>6,653,778</b>     | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$110,167,900</b> | <b>0.00</b> | <b>\$121,331,773</b> | <b>0.00</b> | <b>\$121,331,773</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>             | <b>\$0</b>           | <b>0.00</b> | <b>\$0</b>           | <b>0.00</b> | <b>\$0</b>           | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>               | <b>\$188,444</b>     | <b>0.00</b> | <b>\$234,526</b>     | <b>0.00</b> | <b>\$234,526</b>     | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                 | <b>\$109,979,456</b> | <b>0.00</b> | <b>\$121,097,247</b> | <b>0.00</b> | <b>\$121,097,247</b> | <b>0.00</b> |            | <b>0.00</b> |

**DECISION ITEM DETAIL**

| Budget Unit                               | FY 2017            | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|---|--------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                             | ACTUAL             | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                       | DOLLAR             | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-FLT,FAC &amp; INFO</b> |                    |             |                     |             |                     |             |            |             |
| <b>CORE</b>                               |                    |             |                     |             |                     |             |            |             |
| BENEFITS                                  | 7,568,818          | 0.00        | 10,461,696          | 0.00        | 10,461,696          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                         | <b>7,568,818</b>   | <b>0.00</b> | <b>10,461,696</b>   | <b>0.00</b> | <b>10,461,696</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| MISCELLANEOUS EXPENSES                    | 164,347            | 0.00        | 244,493             | 0.00        | 244,493             | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                         | <b>164,347</b>     | <b>0.00</b> | <b>244,493</b>      | <b>0.00</b> | <b>244,493</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                        | <b>\$7,733,165</b> | <b>0.00</b> | <b>\$10,706,189</b> | <b>0.00</b> | <b>\$10,706,189</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                    | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                      | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                        | <b>\$7,733,165</b> | <b>0.00</b> | <b>\$10,706,189</b> | <b>0.00</b> | <b>\$10,706,189</b> | <b>0.00</b> |            | <b>0.00</b> |

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|--------------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-MULTIMODAL OP</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                          |                    |             |                    |             |                    |             |            |             |
| BENEFITS                             | 1,174,009          | 0.00        | 1,418,174          | 0.00        | 1,418,174          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                    | <b>1,174,009</b>   | <b>0.00</b> | <b>1,418,174</b>   | <b>0.00</b> | <b>1,418,174</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$1,174,009</b> | <b>0.00</b> | <b>\$1,418,174</b> | <b>0.00</b> | <b>\$1,418,174</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                      | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                        | \$219,346          | 0.00        | \$233,832          | 0.00        | \$233,832          | 0.00        |            | 0.00        |
| OTHER FUNDS                          | \$954,663          | 0.00        | \$1,184,342        | 0.00        | \$1,184,342        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.405

Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits

**1a. What strategic priority does this program address?**

Keep customers and ourselves safe

**1b. What does this program do?**

This program is for the continuation of the core fringe benefits within MoDOT. The personal services fringe benefits include retirement and long term disability (LTD) contributions and medical and life insurance. The expense and equipment fringe benefits include medical insurance for retirees, workers' compensation and the Employee Assistance Program (EAP).

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

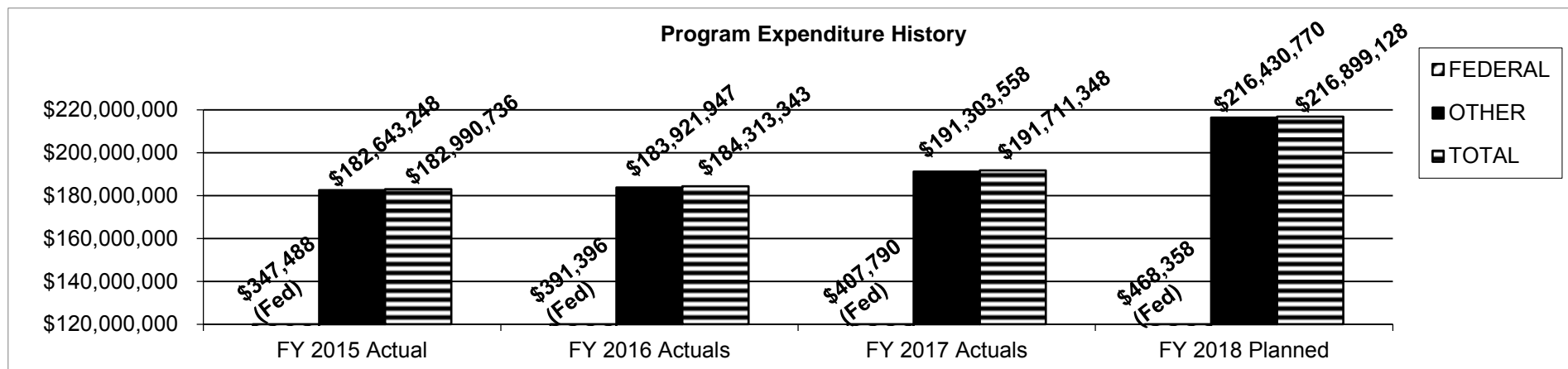
Article IV, Section 30(b) and (c), MO Constitution, Title 23 USC 130, 400-411, Title 49 USC (various programs), 33.546, 226.220, 226.225, 305.230 and 622.015, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other" funds?**

State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)

# PROGRAM DESCRIPTION

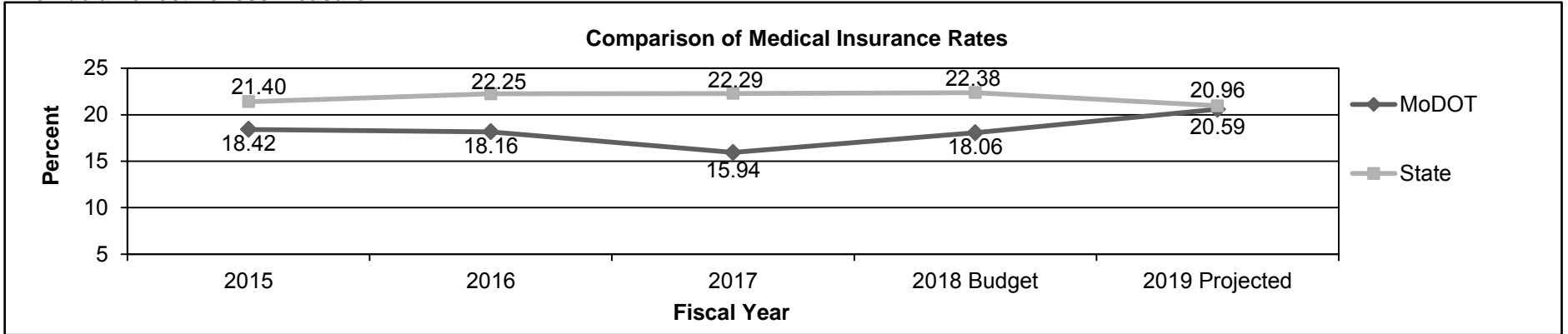
Department of Transportation

HB Section: 04.405

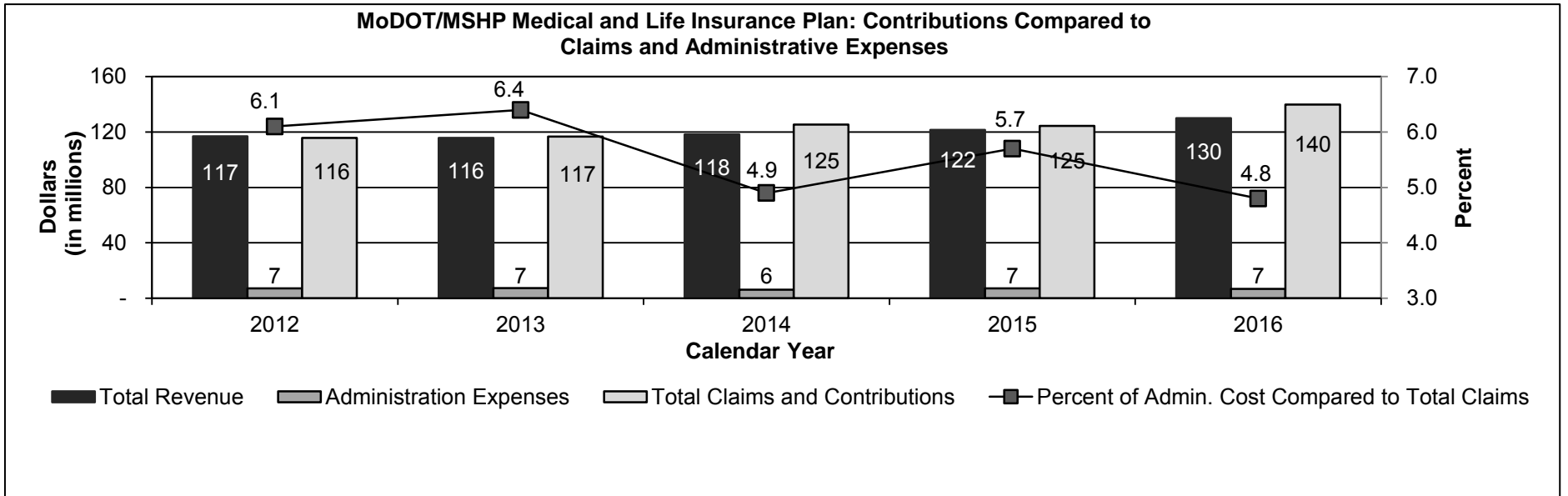
Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits

7a. Provide an effectiveness measure.



Medical insurance rates - Calculated by dividing medical by personal service costs.





## PROGRAM DESCRIPTION

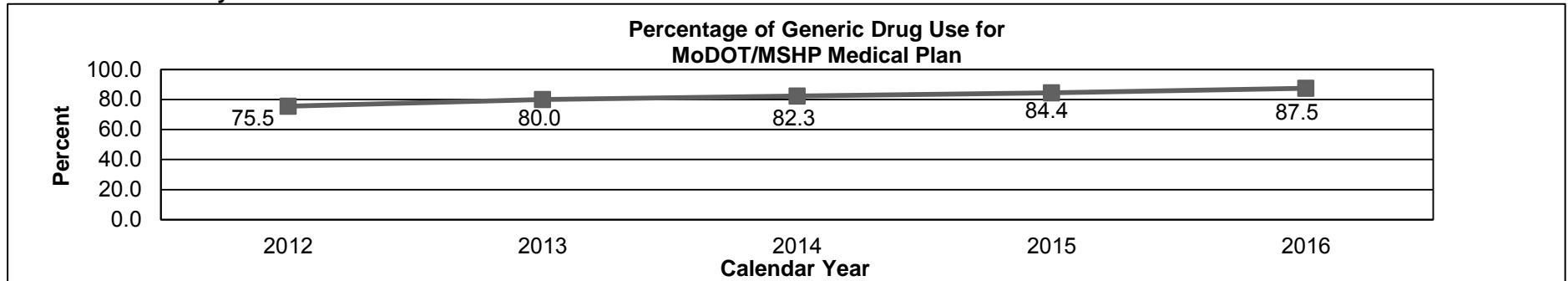
Department of Transportation

HB Section: 04.405

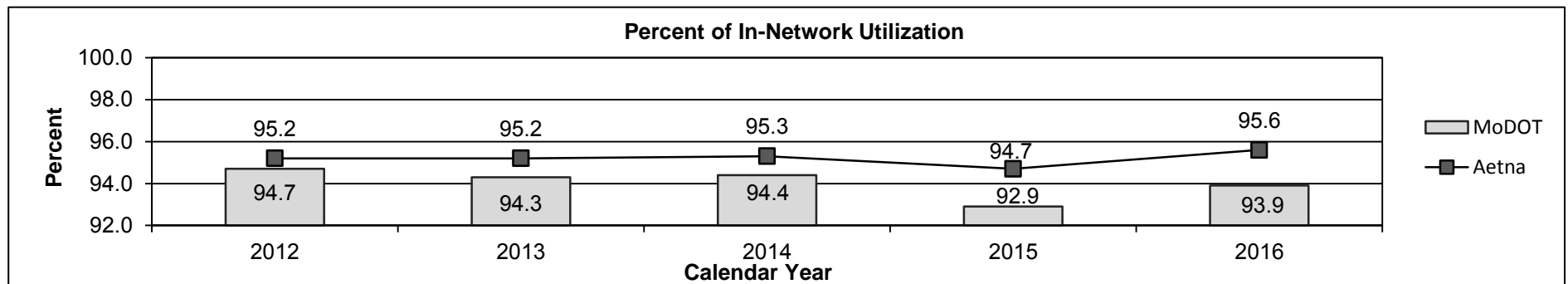
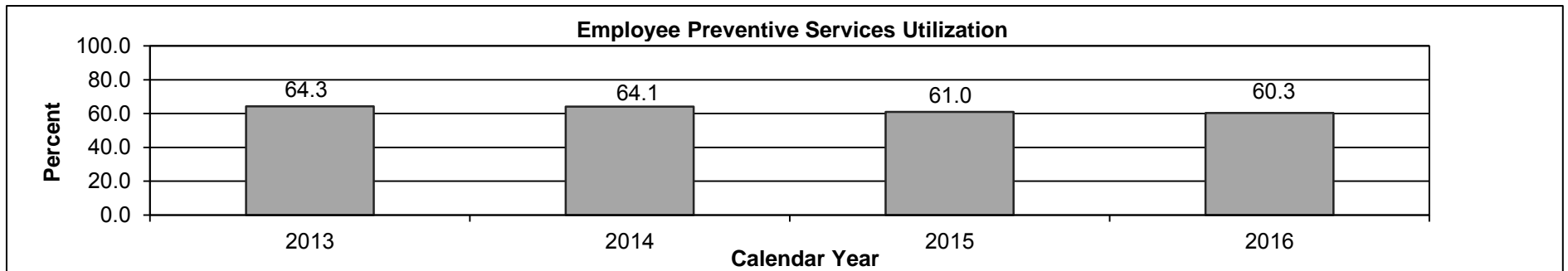
Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits

7b. Provide an efficiency measure.



Data provided by prescription drug administrator. Shows the increased use of generics prescriptions among plan participants.



## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.405

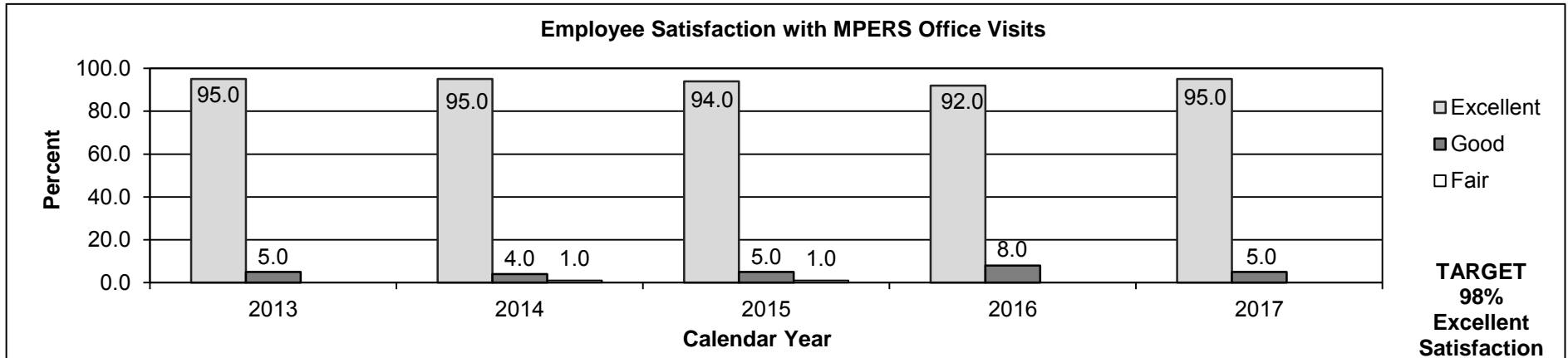
Program Name: Department Wide

Program is found in the following core budget(s): Fringe Benefits

## 7c. Provide the number of clients/individuals served, if applicable.

MoDOT estimates approximately 4,831 active MoDOT employees, 4,899 MoDOT retirees and 9,599 MoDOT dependents will be enrolled in the MoDOT/MSHP Medical Plan in calendar year 2018. MoDOT estimates approximately 175 retirements from active employment in calendar year 2018. As of June 30, 2017, there were 5,056 total MoDOT participants in the MPERS retirement plan.

## 7d. Provide a customer satisfaction measure, if available.



## 2. CORE DESCRIPTION (CONTINUED)

The employees transferred to MoDOT from the Highway Reciprocity Commission, Motor Carriers & Railroad Safety Division and the Highway Safety Division were given the option to switch to MoDOT's retirement, LTD, medical and life insurance benefits rather than keeping the benefits offered through Missouri State Employee's Retirement System (MOSERS) and the MCHCP. For those employees that chose to remain with MOSERS and MCHCP, their benefits continue to be included in House Bill 5.

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**NEW DECISION ITEM**  
**RANK: 2 OF 12**

|  |                                     |
|--|-------------------------------------|
| <b>Department of Transportation</b>                                      | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>   |                                     |
| <b>DI Name: Fringe Benefits Expansion - Retirees Medical DI# 1605006</b> | <b>HB Section: 04.405</b>           |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |            |            |                    |                      |
|------------------------|------------|------------|--------------------|----------------------|
|                        | GR         | Federal    | Other              | Total E              |
| <b>PS</b>              | \$0        | \$0        | \$0                | \$0                  |
| <b>EE</b>              | \$0        | \$0        | \$1,292,187        | \$1,292,187 E        |
| <b>PSD</b>             | \$0        | \$0        | \$0                | \$0                  |
| <b>TRF</b>             | \$0        | \$0        | \$0                | \$0                  |
| <b>Total</b>           | <b>\$0</b> | <b>\$0</b> | <b>\$1,292,187</b> | <b>\$1,292,187 E</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | \$0         | \$0         | \$0         | \$0         |
| <b>HB 5</b> | \$0         | \$0         | \$0         | \$0         |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds: State Road Fund (0320)

Notes: An "E" is requested for \$1,292,187 Other Funds

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| <b>PS</b>                         | \$0        | \$0        | \$0        | \$0        |
| <b>EE</b>                         | \$0        | \$0        | \$0        | \$0        |
| <b>PSD</b>                        | \$0        | \$0        | \$0        | \$0        |
| <b>TRF</b>                        | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | \$0         | \$0         | \$0         | \$0         |
| <b>HB 5</b> | \$0         | \$0         | \$0         | \$0         |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

**Article IV, Section 30(b), MO Constitution, 226.220, RSMo**

This expansion item is requested for fringe benefits due to increases in retirees' medical premiums.

NEW DECISION ITEM  
RANK: 2 OF 12

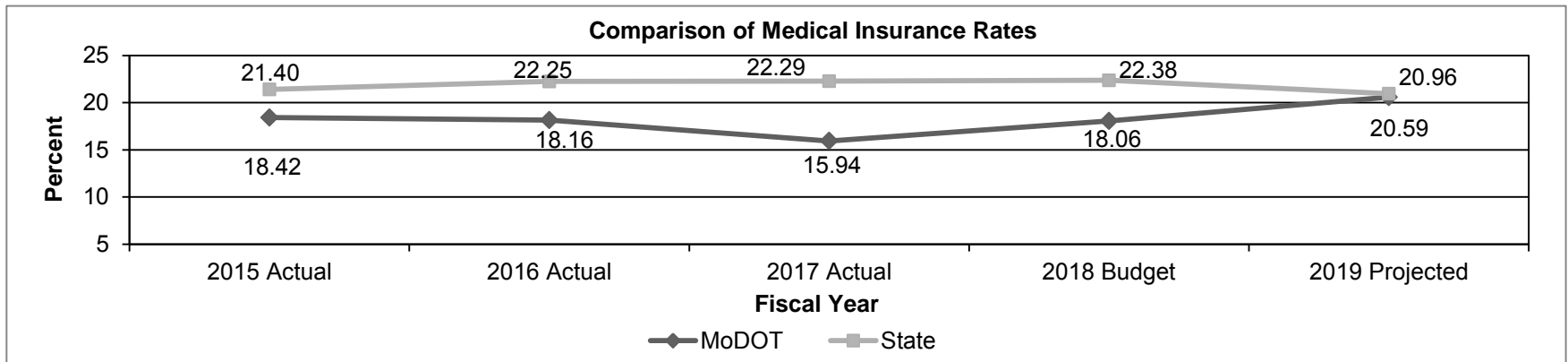
| Department of Transportation  |                           |                       |                            |                        |                              | Budget Unit: <u>Department Wide</u> |                              |                          |                                 |   |
|---|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|-------------------------------------|------------------------------|--------------------------|---------------------------------|---|
| Division: Department Wide   |                           |                       |                            |                        |                              |                                     |                              |                          |                                 |   |
| DI Name: Fringe Benefits Expansion - Retirees Medical    DI# 1605006  |                           |                       |                            |                        |                              | HB Section: <u>04.405</u>           |                              |                          |                                 |   |
|   |                           |                       |                            |                        |                              |                                     |                              |                          |                                 |   |
| <b>4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)</b> |                           |                       |                            |                        |                              |                                     |                              |                          |                                 |   |
| This budget request is based on an 8.5 percent increase in Medicare retirees' medical premiums and an 11.5 percent increase in non-Medicare retirees' medical premiums in calendar year 2018 and an estimated 10.0 percent increase in Medicare retirees' medical premiums and a 13.0 percent increase in non-Medicare retirees' medical premiums in calendar year 2019.  |                           |                       |                            |                        |                              |                                     |                              |                          |                                 |   |
| <b>5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.</b>   |                           |                       |                            |                        |                              |                                     |                              |                          |                                 |   |
| Budget Object Class/Job Class   | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER FTE               | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
| Total PS  | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                                 | \$0                          | 0.0                      | \$0                             |   |
|   | <b>\$0</b>                | <b>0.0</b>            | <b>\$0</b>                 | <b>0.0</b>             | <b>\$0</b>                   | <b>0.0</b>                          | <b>\$0</b>                   | <b>0.0</b>               | <b>\$0</b>                      |   |
| 740   | \$0                       |                       | \$0                        |                        | \$1,292,187                  |                                     | \$0                          |                          | \$0                             | E |
| Total EE  | <b>\$0</b>                |                       | <b>\$0</b>                 |                        | <b>\$1,292,187</b>           |                                     | <b>\$0</b>                   |                          | <b>\$0</b>                      | E |
| Total PSD   | <b>\$0</b>                |                       | <b>\$0</b>                 |                        | <b>\$0</b>                   |                                     | <b>\$0</b>                   |                          | <b>\$0</b>                      |   |
| Total TRF   | <b>\$0</b>                |                       | <b>\$0</b>                 |                        | <b>\$0</b>                   |                                     | <b>\$0</b>                   |                          | <b>\$0</b>                      |   |
| Grand Total   | <b>\$0</b>                | <b>0.0</b>            | <b>\$0</b>                 | <b>0.0</b>             | <b>\$1,292,187</b>           | <b>0.0</b>                          | <b>0</b>                     | <b>0.0</b>               | <b>0</b>                        | E |

NEW DECISION ITEM  
RANK: 2 OF 12

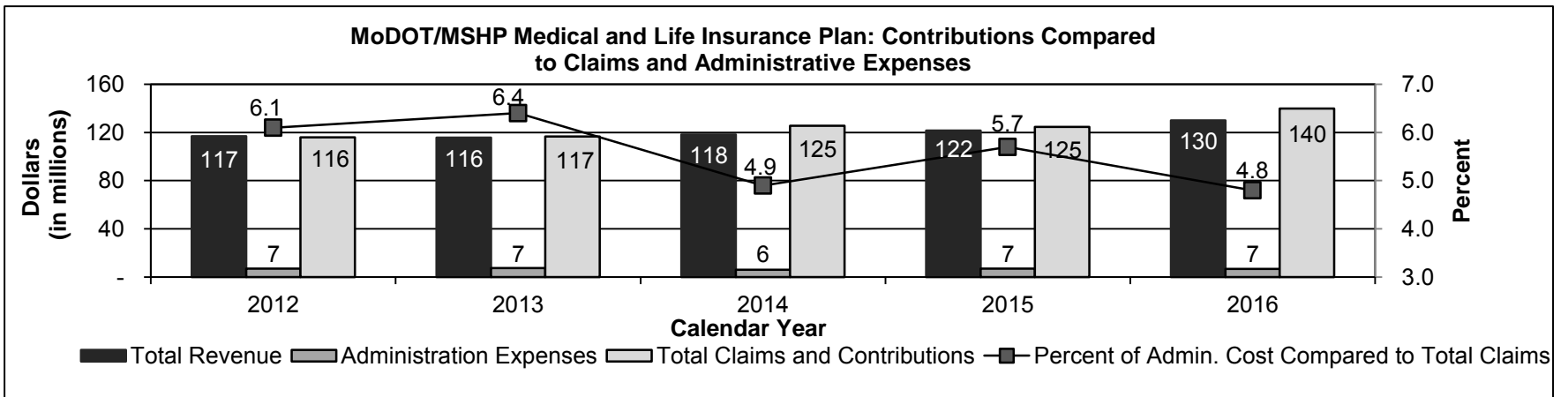
|   |                                     |
|---|-------------------------------------|
| Department of Transportation  | Budget Unit: <u>Department Wide</u> |
| Division: <u>Department Wide</u>  |                                     |
| DI Name: <u>Fringe Benefits Expansion - Retirees Medical</u> DI# <u>1605006</u> | HB Section: <u>04.405</u>           |

**6. PERFORMANCE MEASURES** (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

**6a. Provide an effectiveness measure.**



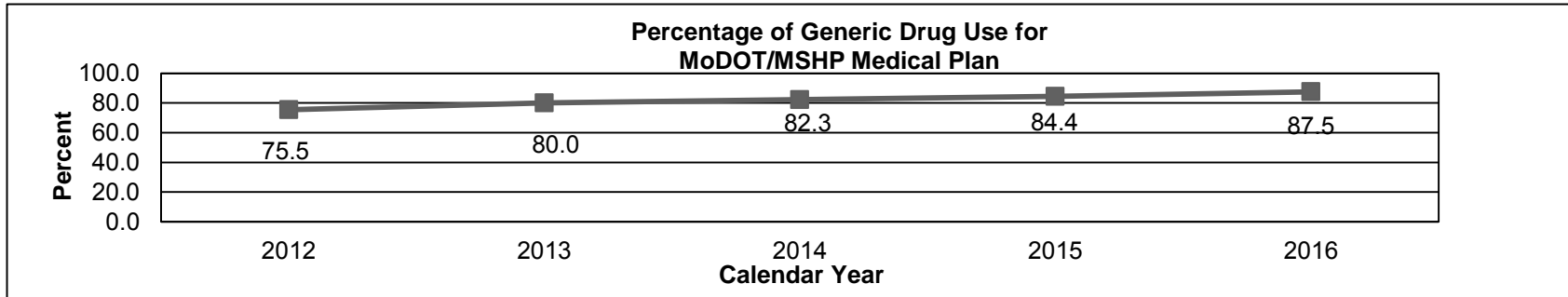
Medical insurance rates are calculated by dividing medical expenditures by personal service costs.



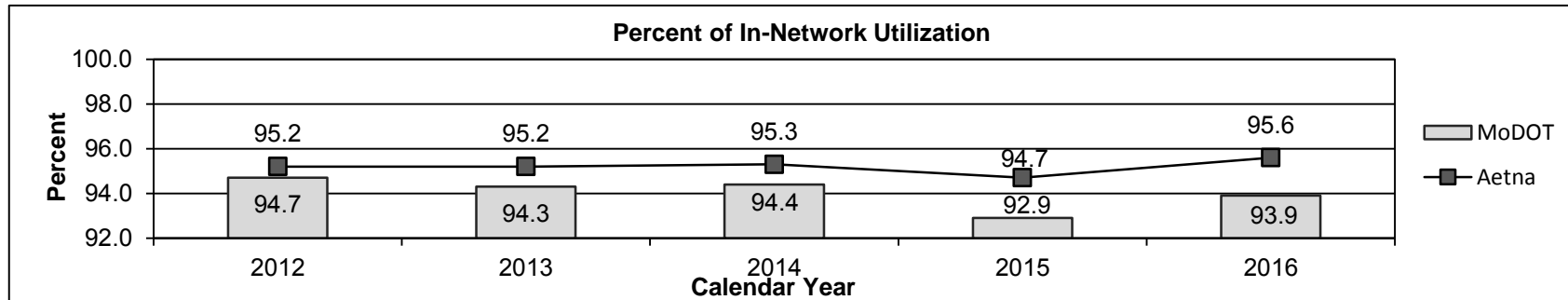
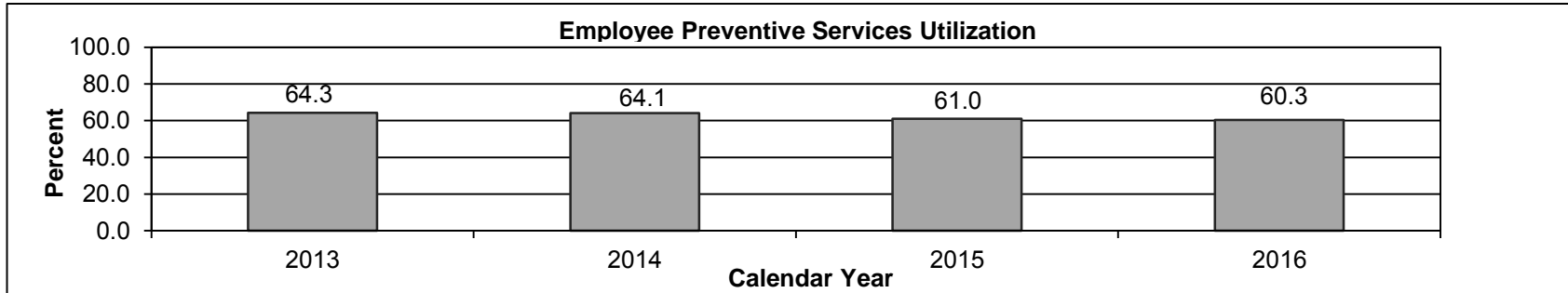
NEW DECISION ITEM  
RANK: 2 OF 12

|   |                                     |
|---|-------------------------------------|
| Department of Transportation  | Budget Unit: <u>Department Wide</u> |
| Division: <u>Department Wide</u>  |                                     |
| DI Name: <u>Fringe Benefits Expansion - Retirees Medical</u> DI# <u>1605006</u> | HB Section: <u>04.405</u>           |

6b. Provide an efficiency measure.



Data provided by prescription drug administrator. Shows the increased use of generics prescriptions among plan participants.



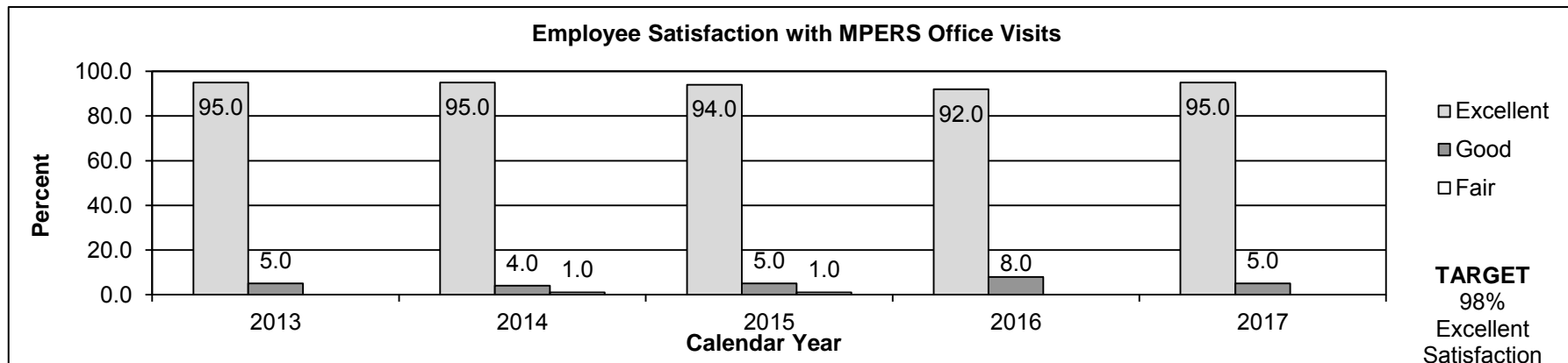
## NEW DECISION ITEM

RANK: 2 OF 12

Department of Transportation

Budget Unit: Department WideDivision: Department WideDI Name: Fringe Benefits Expansion - Retirees Medical DI# 1605006HB Section: 04.405**6c. Provide the number of clients/individuals served, if applicable.**

MoDOT estimates approximately 4,831 active MoDOT employees, 4,899 MoDOT retirees and 9,599 MoDOT dependents will be enrolled in the MoDOT/MSHP Medical Plan in calendar year 2018. MoDOT estimates approximately 175 retirements from active employment in calendar year 2018. As of June 30, 2017, there were 5,056 total MoDOT participants in the MPERS retirement plan.

**6d. Provide a customer satisfaction measure, if available.**



## NEW DECISION ITEM

RANK: 2 OF 12

|   |                                     |
|---|-------------------------------------|
| Department of Transportation  | Budget Unit: <u>Department Wide</u> |
| Division: <u>Department Wide</u>  |                                     |
| DI Name: <u>Fringe Benefits Expansion - Retirees Medical</u> DI# <u>1605006</u> | HB Section: <u>04.405</u>           |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Attempt to strategically reduce annual increases in medical premiums by emphasizing the use of in-network providers and generic drugs.

**DECISION ITEM DETAIL**

| Budget Unit                               | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|---|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                             | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                       | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-ADMINISTRATIO</b>      |            |             |            |             |                    |             |            |             |
| <b>Fringes-Retirees Medical - 1605006</b> |            |             |            |             |                    |             |            |             |
| MISCELLANEOUS EXPENSES                    | 0          | 0.00        | 0          | 0.00        | 1,292,187          | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                         | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>1,292,187</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                        | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$1,292,187</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                    |            |             |            |             |                    |             |            |             |
|   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                      |            |             |            |             |                    |             |            |             |
|   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                        |            |             |            |             |                    |             |            |             |
|   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$1,292,187</b> | <b>0.00</b> |            | <b>0.00</b> |

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**NEW DECISION ITEM**  
**RANK: 3 OF 12**

|  |                                     |
|--|-------------------------------------|
| <b>Department of Transportation</b>                  | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>                     |                                     |
| <b>DI Name: Fringe Benefits Expansion - Pay Plan</b> | <b>DI# 1605007</b>                  |
|  | <b>HB Section: 04.405</b>           |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |            |                 |                    |                    |
|------------------------|------------|-----------------|--------------------|--------------------|
|                        | GR         | Federal         | Other              | Total E            |
| <b>PS</b>              | \$0        | \$15,685        | \$5,349,048        | \$5,364,733 E      |
| <b>EE</b>              | \$0        | \$0             | \$0                | \$0                |
| <b>PSD</b>             | \$0        | \$0             | \$0                | \$0                |
| <b>TRF</b>             | \$0        | \$0             | \$0                | \$0                |
| <b>Total</b>           | <b>\$0</b> | <b>\$15,685</b> | <b>\$5,349,048</b> | <b>\$5,364,733</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | \$0         | \$0         | \$0         | \$0         |
| <b>HB 5</b> | \$0         | \$0         | \$0         | \$0         |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds: State Road Fund (0320), Railroad Expense Fund (0659)  
State Transportation Fund (0675), Aviation Trust Fund (0952)

Notes: An "E" is requested for \$5,349,048 Other Funds and  
\$15,685 Federal Funds

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| <b>PS</b>                         | \$0        | \$0        | \$0        | \$0        |
| <b>EE</b>                         | \$0        | \$0        | \$0        | \$0        |
| <b>PSD</b>                        | \$0        | \$0        | \$0        | \$0        |
| <b>TRF</b>                        | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | \$0         | \$0         | \$0         | \$0         |
| <b>HB 5</b> | \$0         | \$0         | \$0         | \$0         |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

**Article IV, Section 30(b), MO Constitution, 226.220, RSMo**

This expansion item is requested for fringe benefits associated with the pay plan.

NEW DECISION ITEM  
RANK: 3 OF 12

|  |                                     |
|--|-------------------------------------|
| <b>Department of Transportation</b>                  | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>                     |                                     |
| <b>DI Name: Fringe Benefits Expansion - Pay Plan</b> | <b>DI# 1605007</b>                  |
|  | <b>HB Section: 04.405</b>           |

Listed below is a breakdown of the fiscal year 2019 fringe benefits expansion budget request by fund:

|  | <b>Fringe<br/>Benefits PS</b> |
|--|-------------------------------|
| Administration - State Road Fund       | \$413,335                     |
| Construction - State Road Fund         | \$1,471,496                   |
| Maintenance - State Road Fund          | \$3,141,271                   |
| Highway Safety - Highway Safety Fund   | \$6,930                       |
| FFIS - State Road Fund                 | \$286,460                     |
| Multimodal - State Road Fund           | \$10,563                      |
| Multimodal - Aviation Trust Fund       | \$10,517                      |
| Multimodal - State Transportation Fund | \$6,075                       |
| Multimodal - Railroad Expense Fund     | \$9,331                       |
| Multimodal - Federal Fund              | \$8,755                       |
| <b>Total</b>                           | <b><u>\$5,364,733</u></b>     |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

This budget request is based on an increase in fringe benefits associated with the pay plan.

## NEW DECISION ITEM

RANK: 3 OF 12

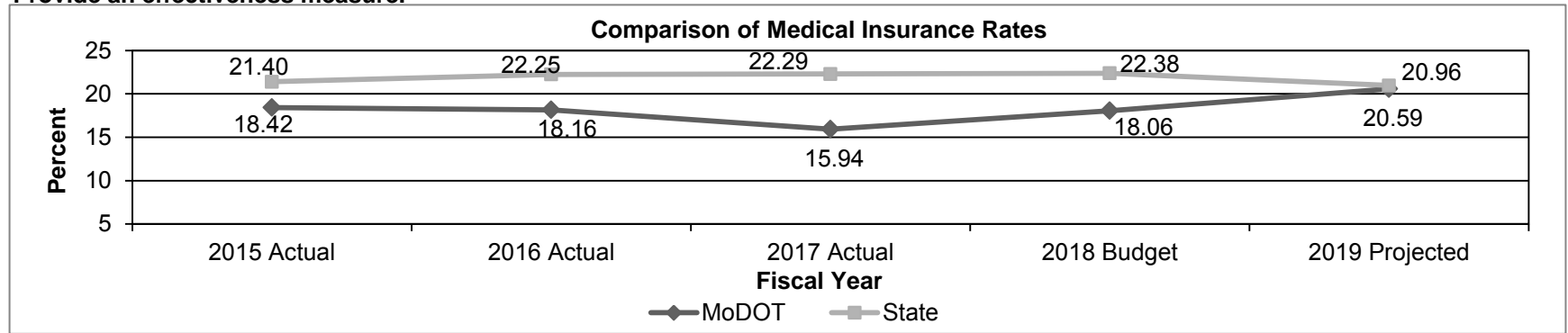
| Department of Transportation   |                           |                       | Budget Unit: <u>Department Wide</u> |                        |                              |                          |                              |                          |                                 |   |
|--|---------------------------|-----------------------|-------------------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| Division: Department Wide  |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| DI Name: Fringe Benefits Expansion - Pay Plan  |                           |                       | DI# 1605007                         |                        | HB Section: <u>04.405</u>    |                          |                              |                          |                                 |   |
| 5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS. |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| Budget Object Class/Job Class  | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS          | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
| Fringe Benefits (120)  | \$0                       | 0.0                   | \$15,685                            | 0.0                    | \$5,349,048                  | 0.0                      | \$5,364,733                  | 0.0                      | \$0                             |   |
| <b>Total PS</b>  | <b>\$0</b>                | <b>0.0</b>            | <b>\$15,685</b>                     | <b>0.0</b>             | <b>\$5,349,048</b>           | <b>0.0</b>               | <b>\$5,364,733</b>           | <b>0.0</b>               | <b>\$0</b>                      |   |
| <br>   |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| <br>   |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| <b>Total EE</b>  | <b>\$0</b>                |                       | <b>\$0</b>                          |                        | <b>\$0</b>                   |                          | <b>\$0</b>                   |                          | <b>\$0</b>                      |   |
| <br>   |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| <b>Total PSD</b>   | <b>\$0</b>                |                       | <b>\$0</b>                          |                        | <b>\$0</b>                   |                          | <b>\$0</b>                   |                          | <b>\$0</b>                      |   |
| <br>   |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| <b>Total TRF</b>   | <b>\$0</b>                |                       | <b>\$0</b>                          |                        | <b>\$0</b>                   |                          | <b>\$0</b>                   |                          | <b>\$0</b>                      |   |
| <br>   |                           |                       |                                     |                        |                              |                          |                              |                          |                                 |   |
| <b>Grand Total</b>   | <b>\$0</b>                | <b>0.0</b>            | <b>\$15,685</b>                     | <b>0.0</b>             | <b>\$5,349,048</b>           | <b>0.0</b>               | <b>5,364,733</b>             | <b>0.0</b>               | <b>0</b>                        |   |

**NEW DECISION ITEM**  
**RANK: 3 OF 12**

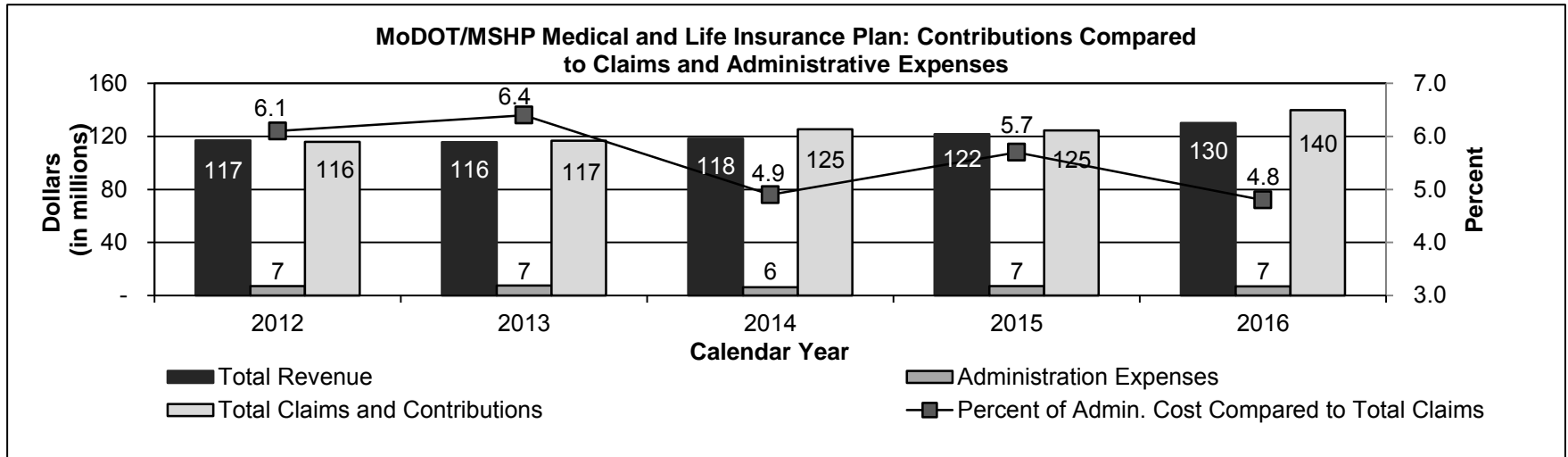
|  |                                     |
|--|-------------------------------------|
| <b>Department of Transportation</b>                  | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>                     |                                     |
| <b>DI Name: Fringe Benefits Expansion - Pay Plan</b> | <b>DI# 1605007</b>                  |
|  | <b>HB Section: 04.405</b>           |

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

**6a. Provide an effectiveness measure.**



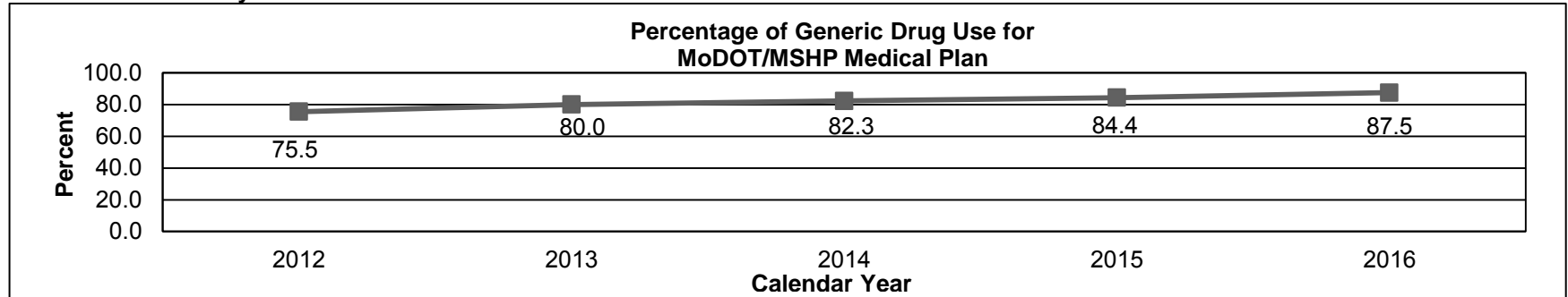
Medical insurance rates are calculated by dividing medical expenditures by personal service costs.



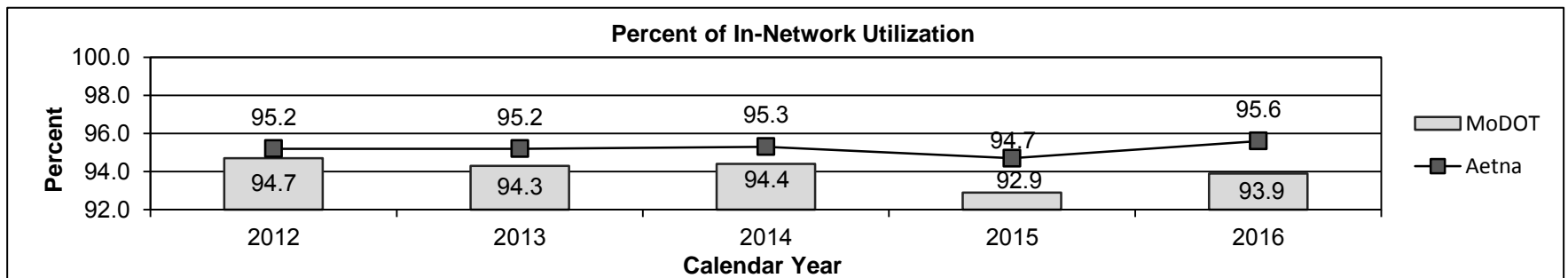
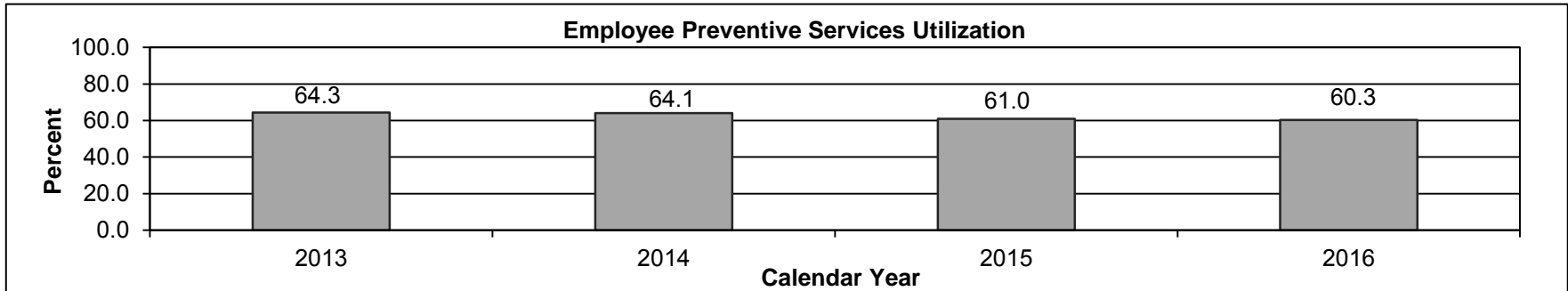
**NEW DECISION ITEM**  
**RANK: 3 OF 12**

|  |                                     |
|--|-------------------------------------|
| <b>Department of Transportation</b>                  | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>                     |                                     |
| <b>DI Name: Fringe Benefits Expansion - Pay Plan</b> | <b>DI# 1605007</b>                  |
|  | <b>HB Section: 04.405</b>           |

**6b. Provide an efficiency measure.**



Data provided by prescription drug administrator. Shows the increased use of generics prescriptions among plan participants.





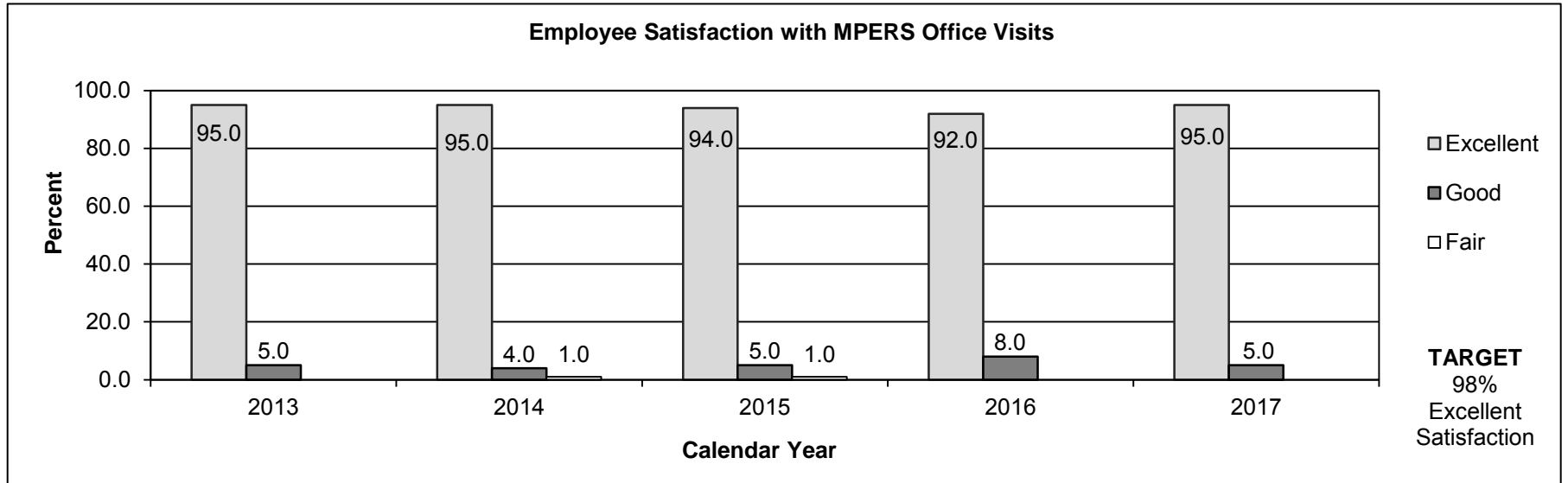
**NEW DECISION ITEM**  
**RANK: 3 OF 12**

|  |                                     |
|--|-------------------------------------|
| <b>Department of Transportation</b>                  | <b>Budget Unit: Department Wide</b> |
| <b>Division: Department Wide</b>                     |                                     |
| <b>DI Name: Fringe Benefits Expansion - Pay Plan</b> | <b>DI# 1605007</b>                  |
|  | <b>HB Section: 04.405</b>           |

**6c. Provide the number of clients/individuals served, if applicable.**

MoDOT estimates approximately 4,831 active MoDOT employees, 4,899 MoDOT retirees and 9,599 MoDOT dependents will be enrolled in the MoDOT/MSHP Medical Plan in calendar year 2018. MoDOT estimates approximately 175 retirements from active employment in calendar year 2018. As of June 30, 2017, there were 5,056 total MoDOT participants in the MPERS retirement plan.

**6d. Provide a customer satisfaction measure, if available.**



## NEW DECISION ITEM

RANK: 3 OF 12

Department of Transportation  
Division: Department Wide  
DI Name: Fringe Benefits Expansion - Pay Plan DI# 1605007

Budget Unit: Department Wide  
HB Section: 04.405

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Continue to deploy safe work practices.

Hold managers and supervisors accountable for enforcing safety rules among employees.

Attempt to strategically reduce annual increases in medical premiums by emphasizing the use of in-network providers and generic drugs.

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|--------------------------------------|------------|-------------|------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-ADMINISTRATIO</b> |            |             |            |             |                  |             |            |             |
| <b>Fringes - Pay Plan - 1605007</b>  |            |             |            |             |                  |             |            |             |
| BENEFITS                             | 0          | 0.00        | 0          | 0.00        | 413,335          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                    | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>413,335</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$413,335</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                      | \$0        | 0.00        | \$0        | 0.00        | \$0              | 0.00        |            | 0.00        |
| FEDERAL FUNDS                        | \$0        | 0.00        | \$0        | 0.00        | \$0              | 0.00        |            | 0.00        |
| OTHER FUNDS                          | \$0        | 0.00        | \$0        | 0.00        | \$413,335        | 0.00        |            | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                         | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|-------------------------------------|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                       | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                 | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-CONSTRUCTION</b> |            |             |            |             |                    |             |            |             |
| <b>Fringes - Pay Plan - 1605007</b> |            |             |            |             |                    |             |            |             |
| BENEFITS                            | 0          | 0.00        | 0          | 0.00        | 1,471,496          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                   | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>1,471,496</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$1,471,496</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                     | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                       | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                         | \$0        | 0.00        | \$0        | 0.00        | \$1,471,496        | 0.00        |            | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                         | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|-------------------------------------|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                       | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                 | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-MAINTENANCE</b>  |            |             |            |             |                    |             |            |             |
| <b>Fringes - Pay Plan - 1605007</b> |            |             |            |             |                    |             |            |             |
| BENEFITS                            | 0          | 0.00        | 0          | 0.00        | 3,148,201          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                   | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>3,148,201</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$3,148,201</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                     | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                       | \$0        | 0.00        | \$0        | 0.00        | \$6,930            | 0.00        |            | 0.00        |
| OTHER FUNDS                         | \$0        | 0.00        | \$0        | 0.00        | \$3,141,271        | 0.00        |            | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                               | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|---|------------|-------------|------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                             | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                       | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-FLT,FAC &amp; INFO</b> |            |             |            |             |                  |             |            |             |
| <b>Fringes - Pay Plan - 1605007</b>       |            |             |            |             |                  |             |            |             |
| BENEFITS                                  | 0          | 0.00        | 0          | 0.00        | 286,460          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                         | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>286,460</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                        | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$286,460</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                           | \$0        | 0.00        | \$0        | 0.00        | \$0              | 0.00        |            | 0.00        |
| FEDERAL FUNDS                             | \$0        | 0.00        | \$0        | 0.00        | \$0              | 0.00        |            | 0.00        |
| OTHER FUNDS                               | \$0        | 0.00        | \$0        | 0.00        | \$286,460        | 0.00        |            | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019         | FY 2019     | *****      | *****       |
|--------------------------------------|------------|-------------|------------|-------------|-----------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ        | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR          | FTE         | COLUMN     | COLUMN      |
| <b>FRINGE BENEFITS-MULTIMODAL OP</b> |            |             |            |             |                 |             |            |             |
| <b>Fringes - Pay Plan - 1605007</b>  |            |             |            |             |                 |             |            |             |
| BENEFITS                             | 0          | 0.00        | 0          | 0.00        | 45,241          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PS</b>                    | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>45,241</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$45,241</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                      | \$0        | 0.00        | \$0        | 0.00        | \$0             | 0.00        |            | 0.00        |
| FEDERAL FUNDS                        | \$0        | 0.00        | \$0        | 0.00        | \$8,755         | 0.00        |            | 0.00        |
| OTHER FUNDS                          | \$0        | 0.00        | \$0        | 0.00        | \$36,486        | 0.00        |            | 0.00        |





**DECISION ITEM SUMMARY**

| Budget Unit                              |                     |               |                     |               |                     |               |            |             |  |
|--|---------------------|---------------|---------------------|---------------|---------------------|---------------|------------|-------------|--|
| Decision Item                            | FY 2017             | FY 2017       | FY 2018             | FY 2018       | FY 2019             | FY 2019       | *****      | *****       |  |
| Budget Object Summary                    | ACTUAL              | ACTUAL        | BUDGET              | BUDGET        | DEPT REQ            | DEPT REQ      | SECURED    | SECURED     |  |
| Fund                                     | DOLLAR              | FTE           | DOLLAR              | FTE           | DOLLAR              | FTE           | COLUMN     | COLUMN      |  |
| <b>ADMINISTRATION</b>                    |                     |               |                     |               |                     |               |            |             |  |
| <b>CORE</b>                              |                     |               |                     |               |                     |               |            |             |  |
| PERSONAL SERVICES                        |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 17,562,330          | 328.88        | 18,729,356          | 350.57        | 18,729,356          | 350.57        | 0          | 0.00        |  |
| TOTAL - PS                               | 17,562,330          | 328.88        | 18,729,356          | 350.57        | 18,729,356          | 350.57        | 0          | 0.00        |  |
| EXPENSE & EQUIPMENT                      |                     |               |                     |               |                     |               |            |             |  |
| MULTIMODAL OPERATIONS FEDERAL            | 5,000               | 0.00          | 5,000               | 0.00          | 5,000               | 0.00          | 0          | 0.00        |  |
| STATE ROAD                               | 3,719,155           | 0.00          | 14,417,562          | 0.00          | 14,417,562          | 0.00          | 0          | 0.00        |  |
| RAILROAD EXPENSE                         | 5,000               | 0.00          | 5,000               | 0.00          | 5,000               | 0.00          | 0          | 0.00        |  |
| TOTAL - EE                               | 3,729,155           | 0.00          | 14,427,562          | 0.00          | 14,427,562          | 0.00          | 0          | 0.00        |  |
| <b>TOTAL</b>                             | <b>21,291,485</b>   | <b>328.88</b> | <b>33,156,918</b>   | <b>350.57</b> | <b>33,156,918</b>   | <b>350.57</b> | <b>0</b>   | <b>0.00</b> |  |
| <b>MODOT Pay Plan - 1605005</b>          |                     |               |                     |               |                     |               |            |             |  |
| PERSONAL SERVICES                        |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 0                   | 0.00          | 0                   | 0.00          | 710,932             | 0.00          | 0          | 0.00        |  |
| TOTAL - PS                               | 0                   | 0.00          | 0                   | 0.00          | 710,932             | 0.00          | 0          | 0.00        |  |
| <b>TOTAL</b>                             | <b>0</b>            | <b>0.00</b>   | <b>0</b>            | <b>0.00</b>   | <b>710,932</b>      | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |  |
| <b>License Plan Reissuance - 1605017</b> |                     |               |                     |               |                     |               |            |             |  |
| EXPENSE & EQUIPMENT                      |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 0                   | 0.00          | 0                   | 0.00          | 2,000,000           | 0.00          | 0          | 0.00        |  |
| TOTAL - EE                               | 0                   | 0.00          | 0                   | 0.00          | 2,000,000           | 0.00          | 0          | 0.00        |  |
| <b>TOTAL</b>                             | <b>0</b>            | <b>0.00</b>   | <b>0</b>            | <b>0.00</b>   | <b>2,000,000</b>    | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |  |
| <b>GRAND TOTAL</b>                       | <b>\$21,291,485</b> | <b>328.88</b> | <b>\$33,156,918</b> | <b>350.57</b> | <b>\$35,867,850</b> | <b>350.57</b> | <b>\$0</b> | <b>0.00</b> |  |

## CORE DECISION ITEM

|  |      |         |              |              |   |       |      |         |       |       |   |
|--|------|---------|--------------|--------------|---|-------|------|---------|-------|-------|---|
| Department of Transportation   |      |         |              |              | Budget Unit: <u>Administration</u>  |       |      |         |       |       |   |
| Division: Administration   |      |         |              |              |   |       |      |         |       |       |   |
| Core: Administration   |      |         |              |              | HB Section: <u>04.400</u>   |       |      |         |       |       |   |
| 1. CORE FINANCIAL SUMMARY  |      |         |              |              |   |       |      |         |       |       |   |
| FY 2019 Budget Request   |      |         |              |              | FY 2019 Governor's Recommendation   |       |      |         |       |       |   |
|  | GR   | Federal | Other        | Total        | E   |       | GR   | Federal | Other | Total | E |
| PS   | \$0  | \$0     | \$18,729,356 | \$18,729,356 | E   | PS    | \$0  | \$0     | \$0   | \$0   |   |
| EE   | \$0  | \$5,000 | \$14,422,562 | \$14,427,562 | E   | EE    | \$0  | \$0     | \$0   | \$0   |   |
| PSD  | \$0  | \$0     | \$0          | \$0          |   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF  | \$0  | \$0     | \$0          | \$0          |   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total  | \$0  | \$5,000 | \$33,151,918 | \$33,156,918 | E   | Total | \$0  | \$0     | \$0   | \$0   |   |
| FTE  | 0.00 | 0.00    | 350.57       | 350.57       |   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4   | \$0  | \$0     | \$31,861,738 | \$31,861,738 |   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5   | \$0  | \$0     | \$1,449,652  | \$1,449,652  |   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.  |      |         |              |              | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |       |      |         |       |       |   |
| Other Funds: State Road Fund (0320), Railroad Expense Fund (0659)  |      |         |              |              | Other Funds:  |       |      |         |       |       |   |
| Notes: An "E" is requested for \$33,146,918 Other Funds  |      |         |              |              | Notes:  |       |      |         |       |       |   |
| 2. CORE DESCRIPTION  |      |         |              |              |   |       |      |         |       |       |   |
| The appropriations included in this core represent the administrative costs to support the Missouri Department of Transportation (MoDOT) in its mission. According to the Reason Foundation's 22nd Annual Highway Report, MoDOT has the second lowest administrative disbursements per state controlled mile in the United States. This core decision item includes organizational dues and costs associated with bicentennial license plate reissuance. |      |         |              |              |   |       |      |         |       |       |   |
| 3. PROGRAM LISTING (list programs included in this core funding)   |      |         |              |              |   |       |      |         |       |       |   |
| Executive management and related support (divisions, district engineers and assistant district engineers)  |      |         |              |              | Governmental Relations  |       |      |         |       |       |   |
| Financial Services   |      |         |              |              | Human Resources   |       |      |         |       |       |   |
| Audits and Investigations  |      |         |              |              | Legal Activities at Central Office  |       |      |         |       |       |   |
| Communications   |      |         |              |              | Organizational Dues   |       |      |         |       |       |   |
| Equal Opportunity and Diversity  |      |         |              |              | Risk and Benefits Management  |       |      |         |       |       |   |
|  |      |         |              |              | Bicentennial License Plate Reissuance   |       |      |         |       |       |   |

## CORE DECISION ITEM

Department of Transportation

Division: Administration

Core: Administration

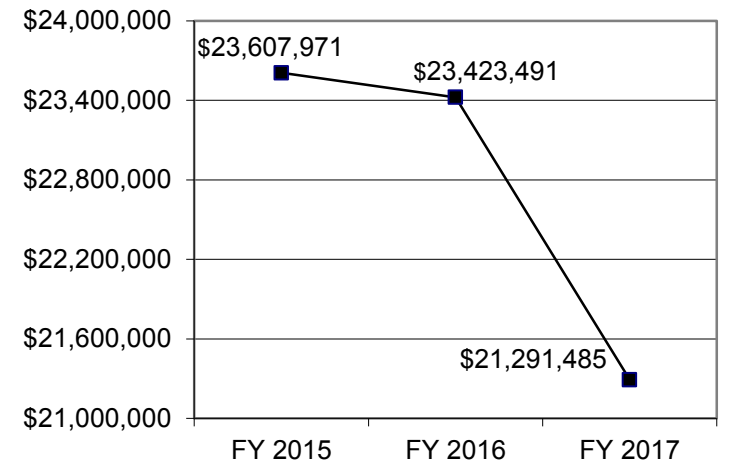
Budget Unit: Administration

HB Section: 04.400

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$24,963,187      | \$25,789,670      | \$26,156,918      | \$33,156,918           |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)     | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$24,963,187      | \$25,789,670      | \$26,156,918      | N/A                    |
| Actual Expenditures (All Funds) | \$23,607,971      | \$23,423,491      | \$21,291,485      | N/A                    |
| Unexpended (All Funds)          | \$1,355,216       | \$2,366,179       | \$4,865,433       | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$0               | \$0               | \$0               | N/A                    |
| Other                           | \$1,355,216       | \$2,366,179       | \$4,865,433       | N/A                    |

Actual Expenditures (All Funds)



Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

**NOTES:**

## FLEXIBILITY REQUEST FORM

|   |  |  |
|---|--|--|
| <b>BUDGET UNIT NUMBER:</b> 60505C       | <b>DEPARTMENT:</b> Missouri Department of Transportation (MoDOT) |  |
| <b>BUDGET UNIT NAME:</b> Administration |  |  |
| <b>HOUSE BILL SECTION:</b> 04.400       | <b>DIVISION:</b> Administration                                  |  |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

**DEPARTMENT REQUEST**

The department is requesting 25 percent flexibility for the State Road Fund for fiscal year 2019 between personal services and expense and equipment. This flexibility is requested to help manage priorities for administration. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b> | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b> | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
|---|---|--|
| N/A - No flexibility language in prior year.            | N/A - No flexibility language in current year.                                | The department is requesting 25 percent flexibility between personal services and expense and equipment from the State Road Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b> | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b> |
|--|---|
| N/A                                      | N/A   |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                              |      |       |                     |                   |                    |             |                    |
|---|--------|------------------------------|------|-------|---------------------|-------------------|--------------------|-------------|--------------------|
|   |        |                              |      |       |                     | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                  | FUND | FUND  | FY 18 APPROP<br>AMT | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.400  | 7435   | ADMINISTRATION PS            | 0320 | OTHER | \$18,729,356        |                   | E                  |             | 25%                |
| 04.400  | 3349   | LICENSE PLATE REISSUANCE E&E | 0320 | OTHER | \$7,000,000         |                   | E                  |             | 25%                |
| 04.400  | 7436   | ADMINISTRATION E&E           | 0320 | OTHER | \$7,347,562         |                   | E                  |             | 25%                |
| 04.400  | 9168   | ORGANIZATIONAL DUES          | 0320 | OTHER | \$70,000            |                   | E                  |             | 25%                |

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**CORE RECONCILIATION DETAIL**


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STATE

ADMINISTRATION

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE           | GR       | Federal      | Other             | Total             | Explanation |
|------------------------------------|-----------------|---------------|----------|--------------|-------------------|-------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |               |          |              |                   |                   |             |
|                                    | PS              | 350.57        | 0        | 0            | 18,729,356        | 18,729,356        |             |
|                                    | EE              | 0.00          | 0        | 5,000        | 14,422,562        | 14,427,562        |             |
|                                    | <b>Total</b>    | <b>350.57</b> | <b>0</b> | <b>5,000</b> | <b>33,151,918</b> | <b>33,156,918</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |               |          |              |                   |                   |             |
|                                    | PS              | 350.57        | 0        | 0            | 18,729,356        | 18,729,356        |             |
|                                    | EE              | 0.00          | 0        | 5,000        | 14,422,562        | 14,427,562        |             |
|                                    | <b>Total</b>    | <b>350.57</b> | <b>0</b> | <b>5,000</b> | <b>33,151,918</b> | <b>33,156,918</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |               |          |              |                   |                   |             |
|                                    | PS              | 350.57        | 0        | 0            | 18,729,356        | 18,729,356        |             |
|                                    | EE              | 0.00          | 0        | 5,000        | 14,422,562        | 14,427,562        |             |
|                                    | <b>Total</b>    | <b>350.57</b> | <b>0</b> | <b>5,000</b> | <b>33,151,918</b> | <b>33,156,918</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017 | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|---------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL  | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR  | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>ADMINISTRATION</b>          |         |         |           |         |           |          |         |         |
| <b>CORE</b>                    |         |         |           |         |           |          |         |         |
| ADMINISTRATIVE TECHNICIAN      | 0       | 0.00    | 67,157    | 2.00    | 67,157    | 2.00     | 0       | 0.00    |
| SR ADMINISTRATIVE TECHNICIAN   | 184,981 | 5.01    | 188,803   | 5.00    | 188,803   | 5.00     | 0       | 0.00    |
| OFFICE ASSISTANT               | 29,211  | 1.30    | 26,270    | 1.00    | 26,270    | 1.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT        | 145,597 | 5.48    | 203,901   | 7.00    | 203,901   | 7.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT            | 498,952 | 14.57   | 552,188   | 16.00   | 552,188   | 16.00    | 0       | 0.00    |
| FINANCIAL SERVICES TECHNICIAN  | 182,871 | 6.12    | 191,545   | 6.00    | 191,545   | 6.00     | 0       | 0.00    |
| SENIOR FINANCIAL SERVICES TECH | 929,271 | 24.46   | 1,100,419 | 28.00   | 1,100,419 | 28.00    | 0       | 0.00    |
| HUMAN RESOURCES TECHNICIAN     | 10,935  | 0.38    | 53,533    | 1.57    | 53,533    | 1.57     | 0       | 0.00    |
| SENIOR HUMAN RESOURCES TECHNIC | 307,257 | 8.39    | 396,215   | 10.00   | 396,215   | 10.00    | 0       | 0.00    |
| RISK MANAGEMENT TECHNICIAN     | 60,716  | 2.08    | 95,203    | 3.00    | 95,203    | 3.00     | 0       | 0.00    |
| SENIOR RISK MANAGEMENT TECHNIC | 413,690 | 11.18   | 550,951   | 14.00   | 550,951   | 14.00    | 0       | 0.00    |
| SENIOR MAINTENANCE TECHNICIAN  | 103,804 | 2.77    | 75,115    | 2.00    | 75,115    | 2.00     | 0       | 0.00    |
| SR EXECUTIVE ASST TO THE DIREC | 51,642  | 1.00    | 50,744    | 1.00    | 50,744    | 1.00     | 0       | 0.00    |
| SENIOR EXECUTIVE ASSISTANT     | 100,518 | 2.54    | 120,940   | 3.00    | 120,940   | 3.00     | 0       | 0.00    |
| LEGAL SECRETARY                | 61,601  | 2.11    | 75,414    | 2.00    | 75,414    | 2.00     | 0       | 0.00    |
| SENIOR PRINTING TECHNICIAN     | 91,874  | 2.22    | 81,337    | 2.00    | 81,337    | 2.00     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN-TPT  | 19,915  | 0.48    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| LEGAL ASSISTANT                | 30,695  | 1.00    | 30,722    | 1.00    | 30,722    | 1.00     | 0       | 0.00    |
| SR ADMINSTRATIVE TECHN-TPT     | 27,386  | 0.71    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SENIOR INVESTIGATOR            | 48,741  | 1.00    | 50,016    | 1.00    | 50,016    | 1.00     | 0       | 0.00    |
| INVESTIGATOR                   | 60,962  | 1.58    | 115,668   | 3.00    | 115,668   | 3.00     | 0       | 0.00    |
| INTERMEDIATE INVESTIGATOR      | 50,064  | 1.17    | 46,875    | 1.00    | 46,875    | 1.00     | 0       | 0.00    |
| SR EMPLOYEE DEVELOPMENT SPECIA | 70,534  | 1.46    | 55,122    | 1.00    | 55,122    | 1.00     | 0       | 0.00    |
| SR GOVT RELATIONS SPECIALIST   | 58,570  | 1.07    | 51,683    | 1.00    | 51,683    | 1.00     | 0       | 0.00    |
| EMPLOYEE DEVELOPMENT SPECIALIS | 17,953  | 0.46    | 77,788    | 2.00    | 77,788    | 2.00     | 0       | 0.00    |
| INT EMPLOYEE DEVELOPMENT SPECI | 126,435 | 2.92    | 0         | 0.00    | 128,736   | 3.00     | 0       | 0.00    |
| INVESTIGATION MANAGER          | 0       | 0.00    | 57,802    | 1.00    | 57,802    | 1.00     | 0       | 0.00    |
| BUS SYST SUPP SPECIALIST       | 47,781  | 1.00    | 47,815    | 1.00    | 47,815    | 1.00     | 0       | 0.00    |
| ASST COMMUNICATIONS DIRECTOR   | 78,068  | 1.00    | 78,128    | 1.00    | 78,128    | 1.00     | 0       | 0.00    |
| OUTREACH COORDINATOR           | 0       | 0.00    | 57,802    | 1.00    | 57,802    | 1.00     | 0       | 0.00    |
| SPECIAL PROJECTS COORD         | 223,758 | 3.08    | 216,321   | 3.00    | 216,321   | 3.00     | 0       | 0.00    |
| FINANCIAL SERVICES ADMINISTRAT | 209,637 | 3.13    | 206,637   | 3.00    | 206,637   | 3.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|--------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                  | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>ADMINISTRATION</b>          |         |         |         |         |          |          |         |         |
| <b>CORE</b>                    |         |         |         |         |          |          |         |         |
| DISTRICT SFTY & HLTH MGR       | 398,123 | 6.92    | 402,529 | 7.00    | 402,529  | 7.00     | 0       | 0.00    |
| COMMUNITY LIAISON              | 49,760  | 1.00    | 48,691  | 1.00    | 48,691   | 1.00     | 0       | 0.00    |
| SR ORGANIZATIONAL PERF ANALYST | 103,273 | 2.00    | 101,829 | 2.00    | 101,829  | 2.00     | 0       | 0.00    |
| INT ORGANIZATIONAL PERFORM ANA | 42,890  | 1.00    | 44,476  | 1.00    | 44,476   | 1.00     | 0       | 0.00    |
| ORGANIZATIONAL PERFORMANCE ANA | 0       | 0.00    | 39,939  | 1.00    | 39,939   | 1.00     | 0       | 0.00    |
| BENEFITS SPECIALIST            | 0       | 0.00    | 38,556  | 1.00    | 38,556   | 1.00     | 0       | 0.00    |
| SR BENEFITS SPECIALIST         | 1,993   | 0.04    | 47,815  | 1.00    | 47,815   | 1.00     | 0       | 0.00    |
| INTER BENEFITS SPECIALIST      | 84,090  | 1.96    | 45,844  | 1.00    | 45,844   | 1.00     | 0       | 0.00    |
| GOVERNMENTAL RELATIONS SPECIAL | 24,097  | 0.63    | 0       | 0.00    | 38,556   | 1.00     | 0       | 0.00    |
| SENIOR PARALEGAL               | 97,427  | 2.00    | 96,505  | 2.00    | 96,505   | 2.00     | 0       | 0.00    |
| PARALEGAL                      | 59,498  | 1.54    | 38,555  | 1.00    | 38,555   | 1.00     | 0       | 0.00    |
| INTERMEDIATE PARALEGAL         | 0       | 0.00    | 46,593  | 1.00    | 46,593   | 1.00     | 0       | 0.00    |
| LEGAL OFFICE MANAGER           | 47,781  | 1.00    | 47,815  | 1.00    | 47,815   | 1.00     | 0       | 0.00    |
| SENIOR MULTIMEDIA SERVICES SPE | 0       | 0.00    | 117,024 | 3.00    | 0        | 0.00     | 0       | 0.00    |
| MULTIMEDIA SERVICES SPECIALIST | 0       | 0.00    | 32,926  | 1.00    | 0        | 0.00     | 0       | 0.00    |
| BUSINESS SYST SUPPORT MANAGER  | 55,647  | 1.00    | 60,004  | 1.00    | 60,004   | 1.00     | 0       | 0.00    |
| SR ADMIN PROFESSIONAL-TPT      | 56,396  | 1.01    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |
| SENIOR DATA REPORT ANALYST     | 107,516 | 2.00    | 99,630  | 2.00    | 99,630   | 2.00     | 0       | 0.00    |
| EMPLOYEE BENEFITS MANAGER      | 56,690  | 1.00    | 56,726  | 1.00    | 56,726   | 1.00     | 0       | 0.00    |
| FINANCIAL SERVICES COORDINATOR | 63,782  | 1.13    | 170,224 | 3.00    | 170,224  | 3.00     | 0       | 0.00    |
| SAFETY AND CLAIMS MANAGER      | 56,690  | 1.00    | 56,732  | 1.00    | 56,732   | 1.00     | 0       | 0.00    |
| AUDITS & INVESTIGATIONS ADMNST | 65,874  | 1.00    | 65,925  | 1.00    | 65,925   | 1.00     | 0       | 0.00    |
| DIVERSITY & INCLUSION SPECIALI | 19,278  | 0.50    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |
| INT DIVERSITY & INCLUSION SPEC | 42,875  | 1.00    | 0       | 0.00    | 42,875   | 1.00     | 0       | 0.00    |
| SR DIVERSITY & INCLUSION SPEC  | 65,979  | 1.32    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |
| RISK MANAGEMENT SPECIALIST     | 36,918  | 0.96    | 38,555  | 1.00    | 38,555   | 1.00     | 0       | 0.00    |
| AUDIT MANAGER                  | 120,116 | 2.00    | 118,003 | 2.00    | 118,003  | 2.00     | 0       | 0.00    |
| ASST TO THE DIST ENGINEER      | 244,984 | 3.04    | 237,531 | 3.00    | 237,531  | 3.00     | 0       | 0.00    |
| INTERMEDIATE RM ANALYST        | 0       | 0.00    | 44,481  | 1.00    | 0        | 0.00     | 0       | 0.00    |
| EMPLOYEE DEVELOPMENT MANAGER   | 55,647  | 1.00    | 61,128  | 1.00    | 61,128   | 1.00     | 0       | 0.00    |
| COMMUNICATIONS MANAGER         | 416,732 | 7.00    | 479,888 | 8.00    | 479,888  | 8.00     | 0       | 0.00    |
| INTERMEDIATE SAFETY OFFICER    | 73,015  | 1.69    | 269,124 | 6.00    | 269,124  | 6.00     | 0       | 0.00    |



## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>ADMINISTRATION</b>          |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| SENIOR SAFETY OFFICER          | 387,911   | 7.72    | 102,494   | 2.00    | 102,494   | 2.00     | 0       | 0.00    |
| INT COMMUNICATIONS SPECIALIST  | 283,149   | 6.58    | 173,148   | 4.00    | 173,148   | 4.00     | 0       | 0.00    |
| RESOURCE MANAGEMENT ANALYST    | 0         | 0.00    | 38,556    | 1.00    | 0         | 0.00     | 0       | 0.00    |
| SR RESOURCE MGT ANALYST        | 0         | 0.00    | 47,442    | 1.00    | 0         | 0.00     | 0       | 0.00    |
| CENTRAL OFFICE SFTY&HEALTH MGR | 0         | 0.00    | 56,726    | 1.00    | 56,726    | 1.00     | 0       | 0.00    |
| SAFETY OFFICER                 | 62,641    | 1.46    | 81,892    | 2.00    | 81,892    | 2.00     | 0       | 0.00    |
| INT HUMAN RESOURCES SPECLST    | 161,028   | 3.72    | 86,440    | 2.00    | 86,440    | 2.00     | 0       | 0.00    |
| COMMUNICATIONS COORDINATOR     | 70,025    | 1.00    | 57,607    | 1.00    | 57,607    | 1.00     | 0       | 0.00    |
| SR COMMUNICATIONS SPECIALIST   | 678,962   | 13.50   | 469,948   | 9.00    | 568,320   | 9.00     | 0       | 0.00    |
| INTERM FINANCIAL SERV SPECIALI | 241,495   | 5.62    | 177,396   | 4.00    | 177,396   | 4.00     | 0       | 0.00    |
| ASST FINANCIAL SERVCS DIRECTOR | 0         | 0.00    | 0         | 0.00    | 76,680    | 1.00     | 0       | 0.00    |
| SENIOR AUDITOR                 | 474,765   | 9.33    | 550,714   | 10.00   | 550,714   | 10.00    | 0       | 0.00    |
| FINANCIAL SERVICES SPECIALIST  | 222,852   | 5.71    | 159,185   | 4.00    | 231,336   | 6.00     | 0       | 0.00    |
| EMPLOYMENT MANAGER             | 56,689    | 1.00    | 55,689    | 1.00    | 55,689    | 1.00     | 0       | 0.00    |
| COMPENSATION MANAGER           | 25,136    | 0.38    | 65,924    | 1.00    | 65,924    | 1.00     | 0       | 0.00    |
| SUPPORT SERVICES MANAGER       | 431,645   | 6.93    | 421,592   | 7.00    | 421,592   | 7.00     | 0       | 0.00    |
| CLAIMS ADMINISTRATION MGR      | 58,860    | 1.00    | 54,580    | 1.00    | 54,580    | 1.00     | 0       | 0.00    |
| INT GOVERNMENTAL RELATIONS SPE | 0         | 0.00    | 42,906    | 1.00    | 42,906    | 1.00     | 0       | 0.00    |
| SR RISK MGMT SPECIALIST        | 211,407   | 3.83    | 334,885   | 6.00    | 334,885   | 6.00     | 0       | 0.00    |
| ASST HUMAN RESOURCE DIRECTOR   | 94,459    | 1.00    | 92,764    | 1.00    | 92,764    | 1.00     | 0       | 0.00    |
| FINANCIAL SERVICES MANAGER     | 155,916   | 2.75    | 169,180   | 3.00    | 169,180   | 3.00     | 0       | 0.00    |
| SR FINANCIAL SERVICES SPECIALI | 1,207,623 | 23.11   | 1,298,052 | 24.00   | 1,298,052 | 24.00    | 0       | 0.00    |
| INTERMEDIATE AUDITOR           | 114,327   | 2.67    | 90,296    | 3.00    | 90,296    | 3.00     | 0       | 0.00    |
| COMMUNICATIONS SPECIALIST      | 70,088    | 1.82    | 154,900   | 4.00    | 154,900   | 4.00     | 0       | 0.00    |
| AUDITOR                        | 74,254    | 1.79    | 82,228    | 2.00    | 82,228    | 2.00     | 0       | 0.00    |
| HUMAN RESOURCES SPECIALIST     | 92,215    | 2.39    | 276,081   | 7.00    | 276,081   | 7.00     | 0       | 0.00    |
| SR HR SPECIALIST               | 881,877   | 17.40   | 923,029   | 17.00   | 923,029   | 17.00    | 0       | 0.00    |
| INTER RISK MGT SPECIALIST      | 82,798    | 1.87    | 42,913    | 1.00    | 42,913    | 1.00     | 0       | 0.00    |
| HUMAN RESOURCES MANAGER        | 423,513   | 7.00    | 425,201   | 7.00    | 425,201   | 7.00     | 0       | 0.00    |
| TRANSP PLANNING COORDINATOR    | 65,874    | 1.00    | 65,925    | 1.00    | 65,925    | 1.00     | 0       | 0.00    |
| ASSISTANT DISTRICT ENGINEER    | 935,596   | 10.60   | 962,628   | 11.00   | 962,628   | 11.00    | 0       | 0.00    |
| OF COUNSEL-TPT                 | 120,822   | 1.10    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017           | FY 2017       | FY 2018           | FY 2018       | FY 2019           | FY 2019       | *****    | *****       |
|--------------------------------|-------------------|---------------|-------------------|---------------|-------------------|---------------|----------|-------------|
| Decision Item                  | ACTUAL            | ACTUAL        | BUDGET            | BUDGET        | DEPT REQ          | DEPT REQ      | SECURED  | SECURED     |
| Budget Object Class            | DOLLAR            | FTE           | DOLLAR            | FTE           | DOLLAR            | FTE           | COLUMN   | COLUMN      |
| <b>ADMINISTRATION</b>          |                   |               |                   |               |                   |               |          |             |
| <b>CORE</b>                    |                   |               |                   |               |                   |               |          |             |
| INTERIM DIRECTOR OF TRANSPORTA | 0                 | 0.00          | 176,941           | 1.00          | 0                 | 0.00          | 0        | 0.00        |
| SENIOR ADMINISTRATIVE COUNSEL  | 209,722           | 2.87          | 217,018           | 3.00          | 217,018           | 3.00          | 0        | 0.00        |
| SR OFFICE ASSISTANT-TPT        | 3,630             | 0.14          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| ACTING DISTRICT ENGINEER       | 44,997            | 0.42          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| INTERIM DISTRICT ENGINEER      | 60,551            | 0.55          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| CHIEF ENGINEER                 | 150,115           | 1.00          | 138,640           | 1.00          | 138,640           | 1.00          | 0        | 0.00        |
| ASST CHIEF COUNSEL-HUMAN RSRCS | 120,070           | 1.00          | 117,846           | 1.00          | 117,846           | 1.00          | 0        | 0.00        |
| DISTRICT ENGINEER              | 663,460           | 6.14          | 738,847           | 7.00          | 738,847           | 7.00          | 0        | 0.00        |
| HUMAN RESOURCES DIRECTOR       | 110,154           | 1.00          | 108,080           | 1.00          | 108,080           | 1.00          | 0        | 0.00        |
| AUDITS & INVESTIGATIONS DIR    | 100,970           | 1.00          | 99,069            | 1.00          | 99,069            | 1.00          | 0        | 0.00        |
| ASSISTANT CHIEF ENGINEER       | 128,619           | 1.00          | 126,203           | 1.00          | 126,203           | 1.00          | 0        | 0.00        |
| GOVERNMENTAL RELATIONS DIRECTO | 94,555            | 1.00          | 92,764            | 1.00          | 92,764            | 1.00          | 0        | 0.00        |
| COMMUNICATIONS DIRECTOR        | 98,991            | 1.00          | 99,069            | 1.00          | 99,069            | 1.00          | 0        | 0.00        |
| CHIEF FINANCIAL OFFICER        | 137,192           | 1.00          | 134,610           | 1.00          | 134,610           | 1.00          | 0        | 0.00        |
| DIR, DEPT OF TRANSPORTATION    | 180,885           | 1.00          | 173,478           | 1.00          | 173,478           | 1.00          | 0        | 0.00        |
| COMMUNICATIONS INTERN          | 6,192             | 0.27          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| FINANCIAL SERVICES INTERN      | 16,338            | 0.73          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| SAFETY INTERN                  | 10,373            | 0.45          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| HUMAN RESOURCES INTERN         | 23,055            | 0.96          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| ASST CHIEF COUNSEL-RISK MNGMNT | 120,070           | 1.00          | 117,846           | 1.00          | 117,846           | 1.00          | 0        | 0.00        |
| SENIOR ASSISTANT COUNSEL       | 152,962           | 2.21          | 180,824           | 3.00          | 180,824           | 3.00          | 0        | 0.00        |
| RISK AND BENEFITS MGT DIRECTOR | 100,970           | 1.00          | 99,069            | 1.00          | 99,069            | 1.00          | 0        | 0.00        |
| EQUAL OP & DIVERSITY DIRECTOR  | 94,555            | 1.00          | 92,764            | 1.00          | 92,764            | 1.00          | 0        | 0.00        |
| FINANCIAL SERVICES DIRECTOR    | 105,966           | 1.00          | 103,938           | 1.00          | 103,938           | 1.00          | 0        | 0.00        |
| HIGHWAY COMMISSIONER           | 650               | 0.01          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| ASST CHIEF COUNSEL-PROJ DEVEL  | 101,124           | 0.84          | 117,846           | 1.00          | 117,846           | 1.00          | 0        | 0.00        |
| ASSISTANT COUNSEL              | 31,790            | 0.60          | 105,925           | 2.00          | 105,925           | 2.00          | 0        | 0.00        |
| ASST CHIEF COUNSEL - ADMIN     | 120,070           | 1.00          | 104,879           | 1.00          | 104,879           | 1.00          | 0        | 0.00        |
| CHIEF COUNSEL                  | 129,494           | 1.00          | 127,044           | 1.00          | 127,044           | 1.00          | 0        | 0.00        |
| SECRETARY TO THE COMMISSION    | 68,393            | 1.00          | 67,173            | 1.00          | 67,173            | 1.00          | 0        | 0.00        |
| <b>TOTAL - PS</b>              | <b>17,562,330</b> | <b>328.88</b> | <b>18,729,356</b> | <b>350.57</b> | <b>18,729,356</b> | <b>350.57</b> | <b>0</b> | <b>0.00</b> |
| TRAVEL, IN-STATE               | 166,773           | 0.00          | 120,782           | 0.00          | 120,782           | 0.00          | 0        | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017             | FY 2017       | FY 2018             | FY 2018       | FY 2019             | FY 2019       | *****      | *****       |
|--------------------------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|------------|-------------|
| Decision Item                  | ACTUAL              | ACTUAL        | BUDGET              | BUDGET        | DEPT REQ            | DEPT REQ      | SECURED    | SECURED     |
| Budget Object Class            | DOLLAR              | FTE           | DOLLAR              | FTE           | DOLLAR              | FTE           | COLUMN     | COLUMN      |
| <b>ADMINISTRATION</b>          |                     |               |                     |               |                     |               |            |             |
| <b>CORE</b>                    |                     |               |                     |               |                     |               |            |             |
| TRAVEL, OUT-OF-STATE           | 56,046              | 0.00          | 48,391              | 0.00          | 48,391              | 0.00          | 0          | 0.00        |
| SUPPLIES                       | 642,815             | 0.00          | 559,155             | 0.00          | 559,155             | 0.00          | 0          | 0.00        |
| PROFESSIONAL DEVELOPMENT       | 429,327             | 0.00          | 306,087             | 0.00          | 306,087             | 0.00          | 0          | 0.00        |
| COMMUNICATION SERV & SUPP      | 119,343             | 0.00          | 272,024             | 0.00          | 272,024             | 0.00          | 0          | 0.00        |
| PROFESSIONAL SERVICES          | 1,313,912           | 0.00          | 3,946,626           | 0.00          | 3,946,626           | 0.00          | 0          | 0.00        |
| HOUSEKEEPING & JANITORIAL SERV | 77                  | 0.00          | 11,434              | 0.00          | 11,434              | 0.00          | 0          | 0.00        |
| M&R SERVICES                   | 101,970             | 0.00          | 187,944             | 0.00          | 187,944             | 0.00          | 0          | 0.00        |
| COMPUTER EQUIPMENT             | 2,321               | 0.00          | 78,221              | 0.00          | 78,221              | 0.00          | 0          | 0.00        |
| OFFICE EQUIPMENT               | 60,237              | 0.00          | 134,546             | 0.00          | 134,546             | 0.00          | 0          | 0.00        |
| OTHER EQUIPMENT                | 21,575              | 0.00          | 51,132              | 0.00          | 51,132              | 0.00          | 0          | 0.00        |
| BUILDING LEASE PAYMENTS        | 32,421              | 0.00          | 18,213              | 0.00          | 18,213              | 0.00          | 0          | 0.00        |
| EQUIPMENT RENTALS & LEASES     | 103,788             | 0.00          | 170,774             | 0.00          | 170,774             | 0.00          | 0          | 0.00        |
| MISCELLANEOUS EXPENSES         | 678,550             | 0.00          | 8,522,233           | 0.00          | 8,522,233           | 0.00          | 0          | 0.00        |
| <b>TOTAL - EE</b>              | <b>3,729,155</b>    | <b>0.00</b>   | <b>14,427,562</b>   | <b>0.00</b>   | <b>14,427,562</b>   | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>             | <b>\$21,291,485</b> | <b>328.88</b> | <b>\$33,156,918</b> | <b>350.57</b> | <b>\$33,156,918</b> | <b>350.57</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>         | <b>\$0</b>          | <b>0.00</b>   | <b>\$0</b>          | <b>0.00</b>   | <b>\$0</b>          | <b>0.00</b>   |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>           | <b>\$5,000</b>      | <b>0.00</b>   | <b>\$5,000</b>      | <b>0.00</b>   | <b>\$5,000</b>      | <b>0.00</b>   |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>             | <b>\$21,286,485</b> | <b>328.88</b> | <b>\$33,151,918</b> | <b>350.57</b> | <b>\$33,151,918</b> | <b>350.57</b> |            | <b>0.00</b> |

# PROGRAM DESCRIPTION

**Department of Transportation** Budget Unit: Administration  
**Program Name: Administration**  
**Program is found in the following core budget(s): Administration** HB Section: 04.400

## 1a. What strategic priority does this program address?

Use resources wisely

## 1b. What does this program do?

This program funds the administrative costs to support the Missouri Department of Transportation (MoDOT) in its mission.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b), MO Constitution and 226.220, RSMo.

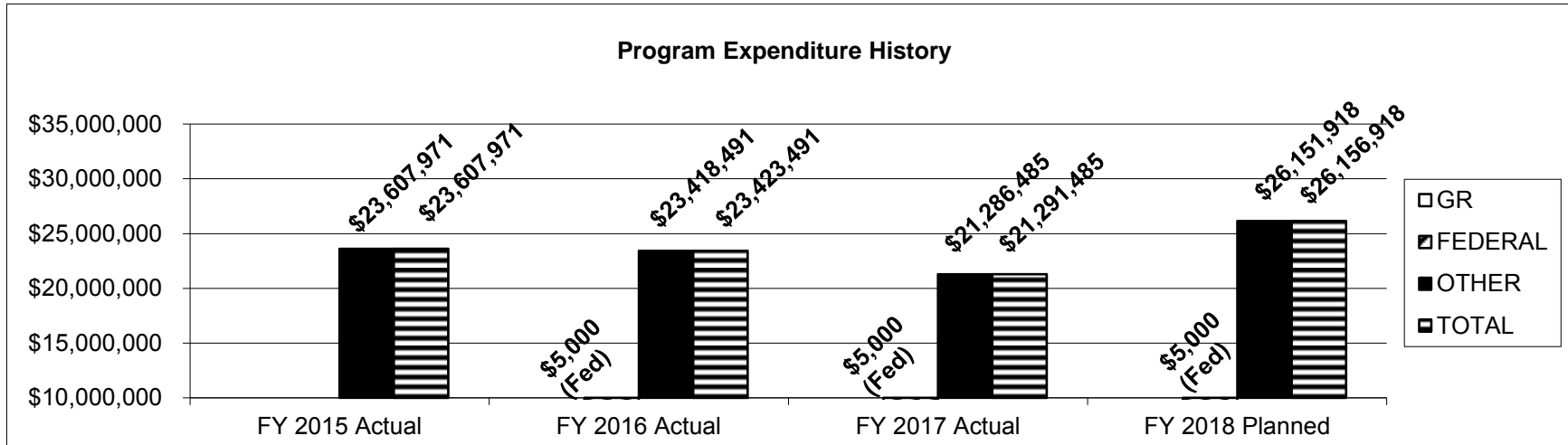
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



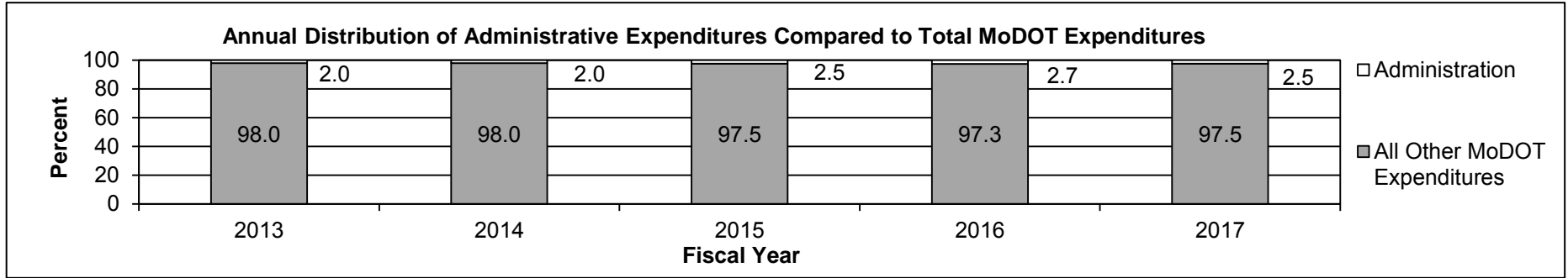
## 6. What are the sources of the "Other" funds?

State Road Fund (0320), Railroad Expense Fund (0659)

# PROGRAM DESCRIPTION

**Department of Transportation** Budget Unit: Administration  
**Program Name: Administration**  
**Program is found in the following core budget(s): Administration** HB Section: 04.400

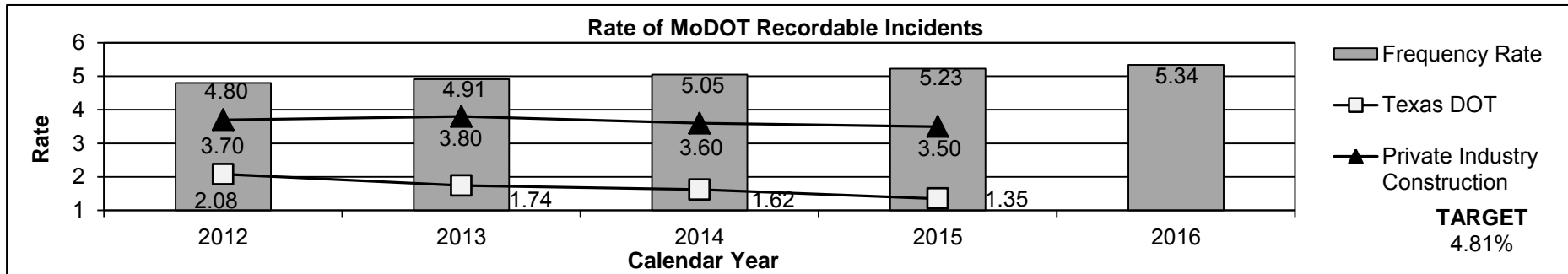
## 7a. Provide an effectiveness measure.



## Lowest Administrative Disbursements Per State-Controlled Mile<sup>1</sup>

|   |                |         |
|---|----------------|---------|
| 1 | Kentucky       | \$1,107 |
| 2 | Missouri       | \$2,024 |
| 3 | Arkansas       | \$2,107 |
| 4 | Maine          | \$2,409 |
| 5 | South Carolina | \$2,452 |

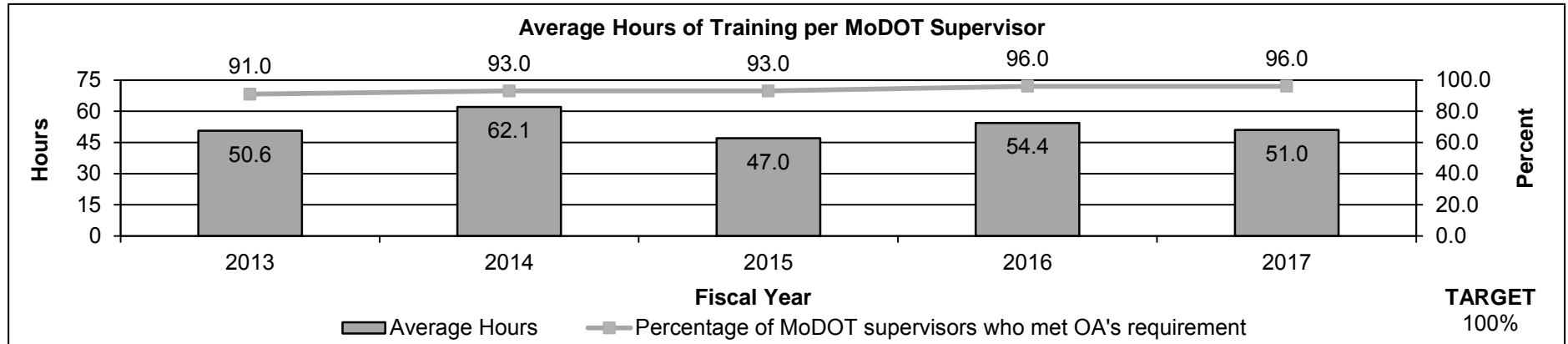
<sup>1</sup>This information is from the Reason Foundation's 22nd Annual Highway Report.  
 MoDOT's target for this measure is to continue to be in the top five national ranking.



The target for this measure is calculated by subtracting 10 percent from the previous calendar year's frequency rate. 2016 Texas DOT and OSHA private industry data is not yet available.

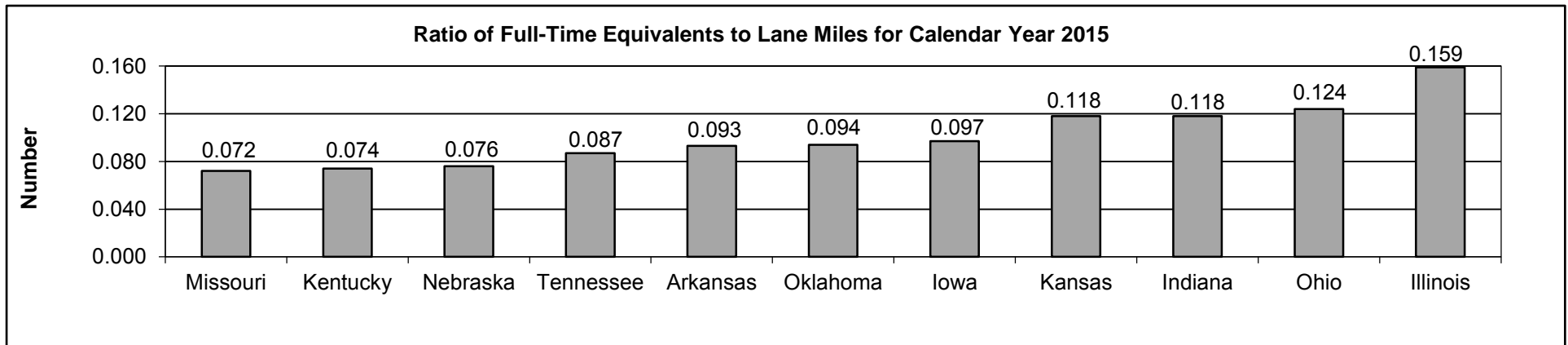
## PROGRAM DESCRIPTION

Department of Transportation Budget Unit: Administration  
 Program Name: Administration  
 Program is found in the following core budget(s): Administration HB Section: 04.400



An employee entering a supervisory, managerial or executive position as defined under the Office of Administration's Management Training Rule is required to complete a minimum of 40 hours of training within their first year in the position. Thereafter, the employee is required to take at least 16 hours of continuing competency based training each year.

## 7b. Provide an efficiency measure.

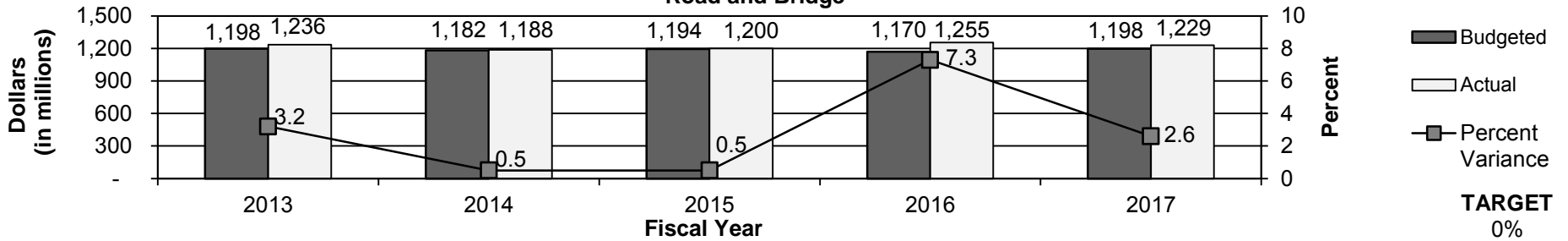


Full-time equivalents (FTEs) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs by the number of lane miles on the state road system. Data for 2016 was not available at the time of publication.

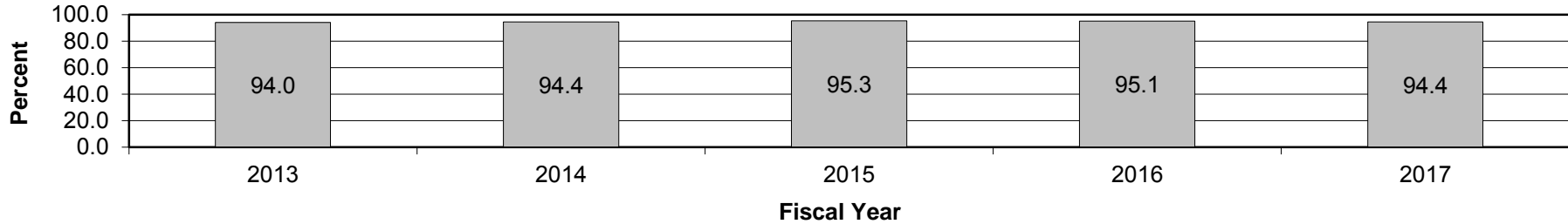
# PROGRAM DESCRIPTION

**Department of Transportation**      **Budget Unit: Administration**  
**Program Name: Administration**  
**Program is found in the following core budget(s): Administration**      **HB Section: 04.400**

## Budgeted vs. Actual State Revenue Comparison Road and Bridge

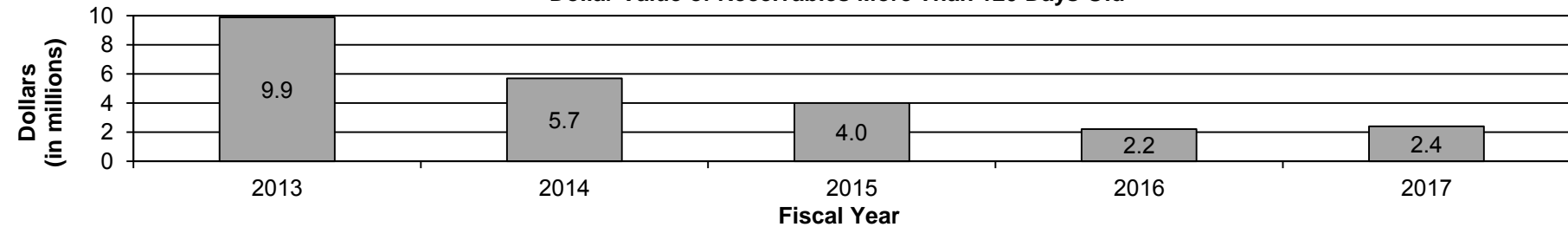


## Percent of Vendor Invoices Paid on Time



Timely is defined as a check issued less than 31 days from the date of the invoice.

## Dollar Value of Receivables More Than 120 Days Old



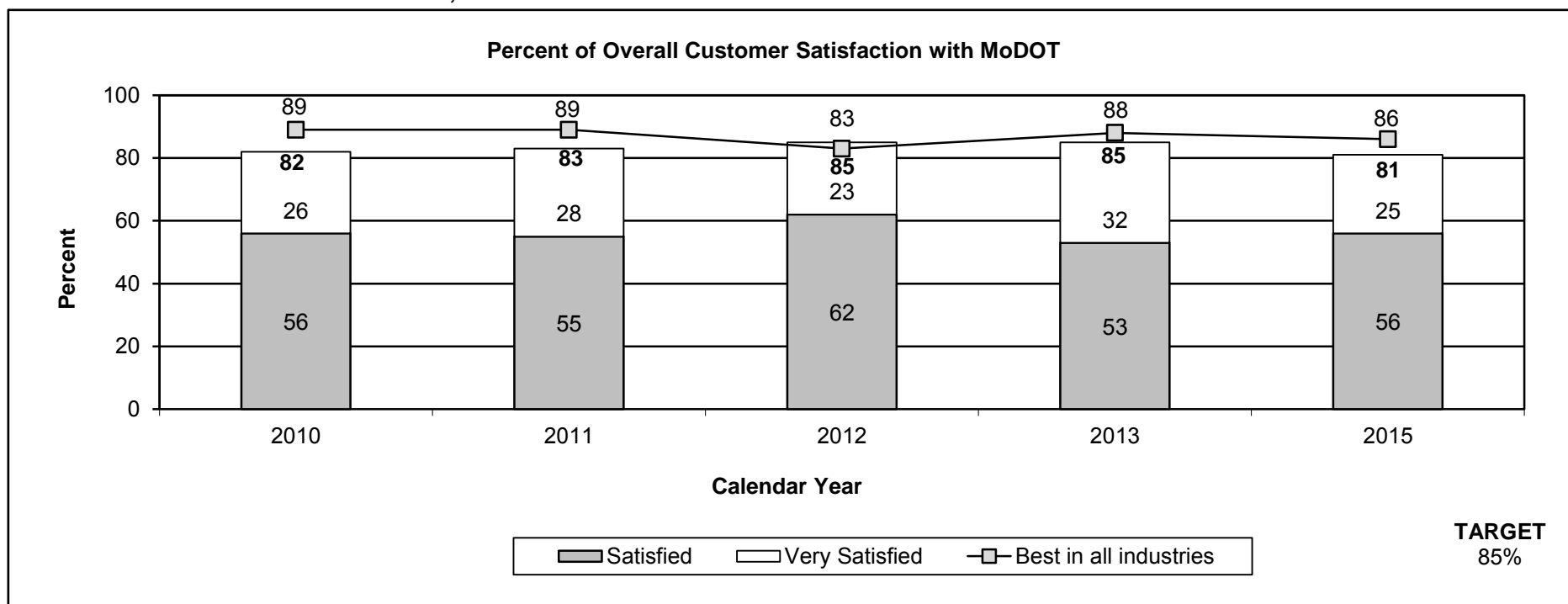
## PROGRAM DESCRIPTION

Department of Transportation Budget Unit: Administration  
 Program Name: Administration  
 Program is found in the following core budget(s): Administration HB Section: 04.400

## 7c. Provide the number of clients/individuals served, if applicable.

For fiscal year 2017, the number of licensed drivers in Missouri was 4,213,302.

## 7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.



## PROGRAM DESCRIPTION

|  |                             |
|--|-----------------------------|
| Department of Transportation                                     | Budget Unit: Administration |
| Program Name: License Plate Reissuance                           |                             |
| Program is found in the following core budget(s): Administration | HB Section: 04.400          |

**1a. What strategic priority does this program address?**

Use resources wisely

**1b. What does this program do?**

This program funds the production of bicentennial license plates for the license plates reissuance.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

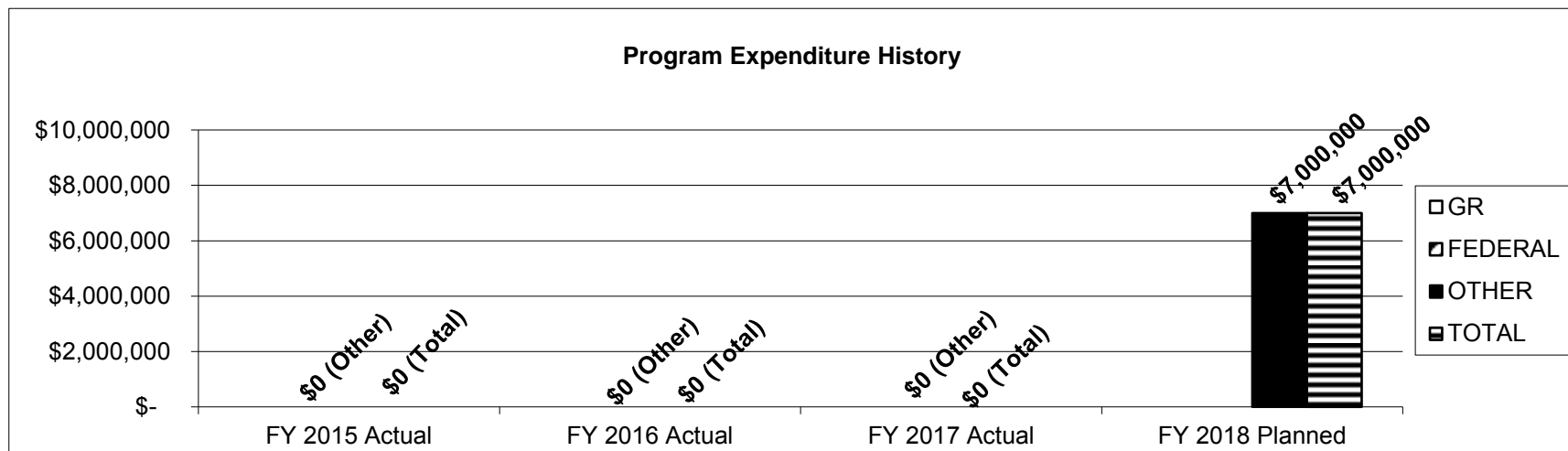
Section 301.125, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other" funds?**

State Road Fund (0320)

## PROGRAM DESCRIPTION

|   |   |
|---|---|
| <b>Department of Transportation</b><br><b>Program Name: License Plate Reissuance</b><br><b>Program is found in the following core budget(s): Administration</b> | <b>Budget Unit: Administration</b><br><b>HB Section: 04.400</b> |
|---|---|

**7a. Provide an effectiveness measure.**  
 The registration of motor vehicles is the responsibility of the Department of Revenue. For performance measures related to the bicentennial license plate reissuance, please refer to the budget documents related to House Bill Section 4.005.

**7b. Provide an efficiency measure.**  
 The registration of motor vehicles is the responsibility of the Department of Revenue. For performance measures related to the bicentennial license plate reissuance, please refer to the budget documents related to House Bill Section 4.005.

**7c. Provide the number of clients/individuals served, if applicable.**  
 According to the Missouri Department of Revenue, the number of vehicles registered in Missouri in calendar year 2016 was 5,438,874.

**7d. Provide a customer satisfaction measure, if available.**  
 The registration of motor vehicles is the responsibility of the Department of Revenue. For performance measures related to the bicentennial license plate reissuance, please refer to the budget documents related to House Bill Section 4.005.

**NEW DECISION ITEM**  
**RANK: 9 OF 12**

|  |                                    |
|--|------------------------------------|
| <b>Department of Transportation</b>                | <b>Budget Unit: Administration</b> |
| <b>Division: Administration</b>                    |                                    |
| <b>DI Name: License Plate Reissuance Expansion</b> | <b>DI# 1605017</b>                 |
|  | <b>HB Section: 04.400</b>          |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request   |             |             |                    |                    | FY 2019 Governor's Recommendation |  |             |             |             |             |   |
|--|-------------|-------------|--------------------|--------------------|-----------------------------------|--|-------------|-------------|-------------|-------------|---|
|  | GR          | Federal     | Other              | Total              | E                                 |  | GR          | Federal     | Other       | Total       | E |
| <b>PS</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>PS</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>EE</b>  | \$0         | \$0         | \$2,000,000        | \$2,000,000        | E                                 | <b>EE</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>PSD</b>   | \$0         | \$0         | \$0                | \$0                |                                   | <b>PSD</b>   | \$0         | \$0         | \$0         | \$0         |   |
| <b>TRF</b>   | \$0         | \$0         | \$0                | \$0                |                                   | <b>TRF</b>   | \$0         | \$0         | \$0         | \$0         |   |
| <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$2,000,000</b> | <b>\$2,000,000</b> | <b>E</b>                          | <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |   |
| <b>FTE</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>        | <b>0.00</b>        |                                   | <b>FTE</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |   |
| <b>HB 4</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>HB 4</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>HB 5</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>HB 5</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |             |             |                    |                    |                                   | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |             |             |             |             |   |
| Other Funds: State Road Fund (0320)  |             |             |                    |                    |                                   | Other Funds:   |             |             |             |             |   |
| Notes: An "E" is requested for \$2,000,000 Other Funds   |             |             |                    |                    |                                   | Notes:   |             |             |             |             |   |

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.****Section 301.125, RSMo.**

This expansion item is requested for costs associated with the bicentennial license plate reissuance.

**NEW DECISION ITEM**  
**RANK: 9 OF 12**

|  |                                    |
|--|------------------------------------|
| <b>Department of Transportation</b>                | <b>Budget Unit: Administration</b> |
| <b>Division: Administration</b>                    |                                    |
| <b>DI Name: License Plate Reissuance Expansion</b> | <b>DI# 1605017</b>                 |
|  | <b>HB Section: 04.400</b>          |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

This budget request is based on an estimate of costs associated with the bicentennial license plate reissuance.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

| <b>Budget Object Class/Job Class</b> | <b>Dept Req<br/>GR<br/>DOLLARS</b> | <b>Dept Req<br/>GR<br/>FTE</b> | <b>Dept Req<br/>FED<br/>DOLLARS</b> | <b>Dept Req<br/>FED<br/>FTE</b> | <b>Dept Req<br/>OTHER<br/>DOLLARS</b> | <b>Dept Req<br/>OTHER<br/>FTE</b> | <b>Dept Req<br/>TOTAL<br/>DOLLARS</b> | <b>Dept Req<br/>TOTAL<br/>FTE</b> | <b>Dept Req<br/>One-Time<br/>DOLLARS</b> | <b>E</b> |
|--------------------------------------|------------------------------------|--------------------------------|-------------------------------------|---------------------------------|---------------------------------------|-----------------------------------|---------------------------------------|-----------------------------------|--|----------|
| <b>Total PS</b>                      | <u>\$0</u>                         | <u>0.0</u>                     | <u>\$0</u>                          | <u>0.0</u>                      | <u>\$0</u>                            | <u>0.0</u>                        | <u>\$0</u>                            | <u>0.0</u>                        | <u>\$0</u>                               |          |
| Miscellaneous Expenses (740)         | <u>\$0</u>                         |                                | <u>\$0</u>                          |                                 | <u>\$2,000,000</u>                    |                                   | <u>\$2,000,000</u>                    |                                   | <u>\$0</u>                               | E        |
| <b>Total EE</b>                      | <u>\$0</u>                         |                                | <u>\$0</u>                          |                                 | <u>\$2,000,000</u>                    |                                   | <u>\$2,000,000</u>                    |                                   | <u>\$0</u>                               | E        |
| <b>Total PSD</b>                     | <u>\$0</u>                         |                                | <u>\$0</u>                          |                                 | <u>\$0</u>                            |                                   | <u>\$0</u>                            |                                   | <u>\$0</u>                               |          |
| <b>Total TRF</b>                     | <u>\$0</u>                         |                                | <u>\$0</u>                          |                                 | <u>\$0</u>                            |                                   | <u>\$0</u>                            |                                   | <u>\$0</u>                               |          |
| <b>Grand Total</b>                   | <u>\$0</u>                         | <u>0.0</u>                     | <u>\$0</u>                          | <u>0.0</u>                      | <u>\$2,000,000</u>                    | <u>0.0</u>                        | <u>2,000,000</u>                      | <u>0.0</u>                        | <u>0</u>                                 | E        |

**NEW DECISION ITEM**  
**RANK: 9 OF 12**

|  |                    |                                    |
|--|--------------------|------------------------------------|
| <b>Department of Transportation</b>                |                    | <b>Budget Unit: Administration</b> |
| <b>Division: Administration</b>                    |                    |                                    |
| <b>DI Name: License Plate Reissuance Expansion</b> | <b>DI# 1605017</b> | <b>HB Section: 04.400</b>          |

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

- 6a. Provide an effectiveness measure.**  
The registration of motor vehicles is the responsibility of the Department of Revenue. For performance measures related to the bicentennial license plate reissuance, please refer to the budget documents related to House Bill Section 4.005.
- 6b. Provide an efficiency measure.**  
The registration of motor vehicles is the responsibility of the Department of Revenue. For performance measures related to the bicentennial license plate reissuance, please refer to the budget documents related to House Bill Section 4.005.
- 6c. Provide the number of clients/individuals served, if applicable.**  
According to the Missouri Department of Revenue, the number of vehicles registered in Missouri in calendar year 2016 was 5,438,874.
- 6d. Provide a customer satisfaction measure, if available.**  
The registration of motor vehicles is the responsibility of the Department of Revenue. For performance measures related to the bicentennial license plate reissuance, please refer to the budget documents related to House Bill Section 4.005.

NEW DECISION ITEM  
RANK: 9 OF 12

|   |                             |
|---|-----------------------------|
| Department of Transportation                | Budget Unit: Administration |
| Division: Administration                    |                             |
| DI Name: License Plate Reissuance Expansion | DI# 1605017                 |
|   | HB Section: 04.400          |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Department of Revenue is responsible for motor vehicle registrations.

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|--|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                            | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>ADMINISTRATION</b>                    |            |             |            |             |                    |             |            |             |
| <b>License Plan Reissuance - 1605017</b> |            |             |            |             |                    |             |            |             |
| MISCELLANEOUS EXPENSES                   | 0          | 0.00        | 0          | 0.00        | 2,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                        | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>2,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$2,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                     | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$2,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |

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**DECISION ITEM SUMMARY**

| Budget Unit                            |                      |                 |                      |                 |                      |                 |          |             |  |
|--|----------------------|-----------------|----------------------|-----------------|----------------------|-----------------|----------|-------------|--|
| Decision Item                          | FY 2017              | FY 2017         | FY 2018              | FY 2018         | FY 2019              | FY 2019         | *****    | *****       |  |
| Budget Object Summary                  | ACTUAL               | ACTUAL          | BUDGET               | BUDGET          | DEPT REQ             | DEPT REQ        | SECURED  | SECURED     |  |
| Fund                                   | DOLLAR               | FTE             | DOLLAR               | FTE             | DOLLAR               | FTE             | COLUMN   | COLUMN      |  |
| <b>CONSTRUCTION</b>                    |                      |                 |                      |                 |                      |                 |          |             |  |
| <b>CORE</b>                            |                      |                 |                      |                 |                      |                 |          |             |  |
| PERSONAL SERVICES                      |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD                             | 61,850,544           | 1,195.86        | 67,292,198           | 1,326.44        | 67,292,198           | 1,326.44        | 0        | 0.00        |  |
| TOTAL - PS                             | 61,850,544           | 1,195.86        | 67,292,198           | 1,326.44        | 67,292,198           | 1,326.44        | 0        | 0.00        |  |
| EXPENSE & EQUIPMENT                    |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD                             | 678,293,023          | 0.00            | 863,136,013          | 0.00            | 863,136,013          | 0.00            | 0        | 0.00        |  |
| TOTAL - EE                             | 678,293,023          | 0.00            | 863,136,013          | 0.00            | 863,136,013          | 0.00            | 0        | 0.00        |  |
| PROGRAM-SPECIFIC                       |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD BOND FUND                   | 175,678,834          | 0.00            | 180,009,881          | 0.00            | 180,009,881          | 0.00            | 0        | 0.00        |  |
| STATE ROAD                             | 386,989,384          | 0.00            | 290,872,637          | 0.00            | 290,872,637          | 0.00            | 0        | 0.00        |  |
| TOTAL - PD                             | 562,668,218          | 0.00            | 470,882,518          | 0.00            | 470,882,518          | 0.00            | 0        | 0.00        |  |
| <b>TOTAL</b>                           | <b>1,302,811,785</b> | <b>1,195.86</b> | <b>1,401,310,729</b> | <b>1,326.44</b> | <b>1,401,310,729</b> | <b>1,326.44</b> | <b>0</b> | <b>0.00</b> |  |
| <b>MODOT Pay Plan - 1605005</b>        |                      |                 |                      |                 |                      |                 |          |             |  |
| PERSONAL SERVICES                      |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD                             | 0                    | 0.00            | 0                    | 0.00            | 2,530,954            | 0.00            | 0        | 0.00        |  |
| TOTAL - PS                             | 0                    | 0.00            | 0                    | 0.00            | 2,530,954            | 0.00            | 0        | 0.00        |  |
| <b>TOTAL</b>                           | <b>0</b>             | <b>0.00</b>     | <b>0</b>             | <b>0.00</b>     | <b>2,530,954</b>     | <b>0.00</b>     | <b>0</b> | <b>0.00</b> |  |
| <b>Construction Program - 1605008</b>  |                      |                 |                      |                 |                      |                 |          |             |  |
| EXPENSE & EQUIPMENT                    |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD                             | 0                    | 0.00            | 0                    | 0.00            | 87,833,000           | 0.00            | 0        | 0.00        |  |
| TOTAL - EE                             | 0                    | 0.00            | 0                    | 0.00            | 87,833,000           | 0.00            | 0        | 0.00        |  |
| PROGRAM-SPECIFIC                       |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD                             | 0                    | 0.00            | 0                    | 0.00            | 75,000,000           | 0.00            | 0        | 0.00        |  |
| TOTAL - PD                             | 0                    | 0.00            | 0                    | 0.00            | 75,000,000           | 0.00            | 0        | 0.00        |  |
| <b>TOTAL</b>                           | <b>0</b>             | <b>0.00</b>     | <b>0</b>             | <b>0.00</b>     | <b>162,833,000</b>   | <b>0.00</b>     | <b>0</b> | <b>0.00</b> |  |
| <b>Debt Service on Bonds - 1605009</b> |                      |                 |                      |                 |                      |                 |          |             |  |
| PROGRAM-SPECIFIC                       |                      |                 |                      |                 |                      |                 |          |             |  |
| STATE ROAD BOND FUND                   | 0                    | 0.00            | 0                    | 0.00            | 21,250,000           | 0.00            | 0        | 0.00        |  |

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                     |                        |                 |                        |                 |                        |                 |                |                |
|--|------------------------|-----------------|------------------------|-----------------|------------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                   | <b>FY 2017</b>         | <b>FY 2017</b>  | <b>FY 2018</b>         | <b>FY 2018</b>  | <b>FY 2019</b>         | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>           | <b>ACTUAL</b>          | <b>ACTUAL</b>   | <b>BUDGET</b>          | <b>BUDGET</b>   | <b>DEPT REQ</b>        | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                            | <b>DOLLAR</b>          | <b>FTE</b>      | <b>DOLLAR</b>          | <b>FTE</b>      | <b>DOLLAR</b>          | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>CONSTRUCTION</b>                    |                        |                 |                        |                 |                        |                 |                |                |
| <b>Debt Service on Bonds - 1605009</b> |                        |                 |                        |                 |                        |                 |                |                |
| PROGRAM-SPECIFIC                       |                        |                 |                        |                 |                        |                 |                |                |
| STATE ROAD                             | 0                      | 0.00            | 0                      | 0.00            | 73,219,000             | 0.00            | 0              | 0.00           |
| TOTAL - PD                             | 0                      | 0.00            | 0                      | 0.00            | 94,469,000             | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                           | <b>0</b>               | <b>0.00</b>     | <b>0</b>               | <b>0.00</b>     | <b>94,469,000</b>      | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                     | <b>\$1,302,811,785</b> | <b>1,195.86</b> | <b>\$1,401,310,729</b> | <b>1,326.44</b> | <b>\$1,661,143,683</b> | <b>1,326.44</b> | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|  |             |                |                        |                        |  |  |             |                |              |              |          |
|--|-------------|----------------|------------------------|------------------------|--|--|-------------|----------------|--------------|--------------|----------|
| <b>Department of Transportation</b>  |             |                |                        |                        | <b>Budget Unit: <u>Construction</u></b>  |  |             |                |              |              |          |
| <b>Division: Construction</b>  |             |                |                        |                        |  |  |             |                |              |              |          |
| <b>Core: Construction</b>  |             |                |                        |                        | <b>HB Section: <u>04.410</u></b>         |  |             |                |              |              |          |
| <b>1. CORE FINANCIAL SUMMARY</b>   |             |                |                        |                        |  |  |             |                |              |              |          |
| <b>FY 2019 Budget Request</b>  |             |                |                        |                        | <b>FY 2019 Governor's Recommendation</b> |  |             |                |              |              |          |
|  | <b>GR</b>   | <b>Federal</b> | <b>Other</b>           | <b>Total</b>           | <b>E</b>                                 |  | <b>GR</b>   | <b>Federal</b> | <b>Other</b> | <b>Total</b> | <b>E</b> |
| <b>PS</b>  | \$0         | \$0            | \$67,292,198           | \$67,292,198           | E  | <b>PS</b>  | \$0         | \$0            | \$0          | \$0          | E        |
| <b>EE</b>  | \$0         | \$0            | \$863,136,013          | \$863,136,013          | E  | <b>EE</b>  | \$0         | \$0            | \$0          | \$0          | E        |
| <b>PSD</b>   | \$0         | \$0            | \$470,882,518          | \$470,882,518          | E  | <b>PSD</b>   | \$0         | \$0            | \$0          | \$0          | E        |
| <b>TRF</b>   | \$0         | \$0            | \$0                    | \$0                    | E  | <b>TRF</b>   | \$0         | \$0            | \$0          | \$0          | E        |
| <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>     | <b>\$1,401,310,729</b> | <b>\$1,401,310,729</b> | <b>E</b>                                 | <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   | <b>E</b> |
| <b>FTE</b>   | <b>0.00</b> | <b>0.00</b>    | <b>1,326.44</b>        | <b>1,326.44</b>        |  | <b>FTE</b>   | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>  | <b>0.00</b>  |          |
| <b>HB 4</b>  | \$0         | \$0            | \$51,581,254           | \$51,581,254           |  | <b>HB 4</b>  | \$0         | \$0            | \$0          | \$0          |          |
| <b>HB 5</b>  | \$0         | \$0            | \$5,208,416            | \$5,208,416            |  | <b>HB 5</b>  | \$0         | \$0            | \$0          | \$0          |          |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>   |             |                |                        |                        |  | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |             |                |              |              |          |
| Other Funds: State Road Fund (0320), State Road Bond Fund (0319),<br>Construction Bond Series 2008 (0321)  |             |                |                        |                        |  | Other Funds:   |             |                |              |              |          |
| Notes: An "E" is requested for \$1,401,310,729 Other Funds.  |             |                |                        |                        |  | Notes:   |             |                |              |              |          |
| <b>2. CORE DESCRIPTION</b>   |             |                |                        |                        |  |  |             |                |              |              |          |
| The appropriations include personal services, expense and equipment and program disbursements for planning, design, right of way acquisitions, contractor payments, pass-through funds to local entities and debt service on outstanding bonds associated with road and bridge construction. The proposed costs represent payments associated with awarded projects in the Commission-approved Statewide Transportation Improvement Program (STIP). The payments are for projects awarded in previous fiscal years, as well as the current fiscal year, because payments are made as contractors complete the work in the months after projects are awarded. |             |                |                        |                        |  |  |             |                |              |              |          |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>  |             |                |                        |                        |  |  |             |                |              |              |          |
| Planning, design, construction, rehabilitation & reconstruction of roads and bridges   |             |                |                        |                        |  | Landscaping and other scenic beautification  |             |                |              |              |          |
| Construction and material inspection   |             |                |                        |                        |  | Historical preservation  |             |                |              |              |          |
| Incidental costs in the purchase of right of way for construction  |             |                |                        |                        |  | Archaeological planning and research   |             |                |              |              |          |
| Research   |             |                |                        |                        |  | Environmental mitigation   |             |                |              |              |          |
| Motorist Assist Program  |             |                |                        |                        |  | Construction contract monitoring   |             |                |              |              |          |
| Project monitoring   |             |                |                        |                        |  | Transportation Management System   |             |                |              |              |          |
| Provide facilities for pedestrians and bicyclists  |             |                |                        |                        |  | District legal activities  |             |                |              |              |          |

## CORE DECISION ITEM

**Department of Transportation****Budget Unit: Construction****Division: Construction****Core: Construction****HB Section: 04.410**

Listed below is a breakdown of the fiscal year 2019 construction budget request by type and fund:

|                 |                       |                        |                      |
|-----------------|-----------------------|------------------------|----------------------|
| <b>PS</b>       | Construction          | \$67,292,198           | State Road Fund      |
| <b>E&amp;E</b>  | Construction          | \$863,136,013          | State Road Fund      |
| <b>Programs</b> | Construction          | \$152,233,656          | State Road Fund      |
|                 | Debt Service on Bonds | \$138,638,981          | State Road Fund      |
|                 | Debt Service on Bonds | <u>\$180,009,881</u>   | State Road Bond Fund |
|                 |                       | <b>\$1,401,310,729</b> |                      |

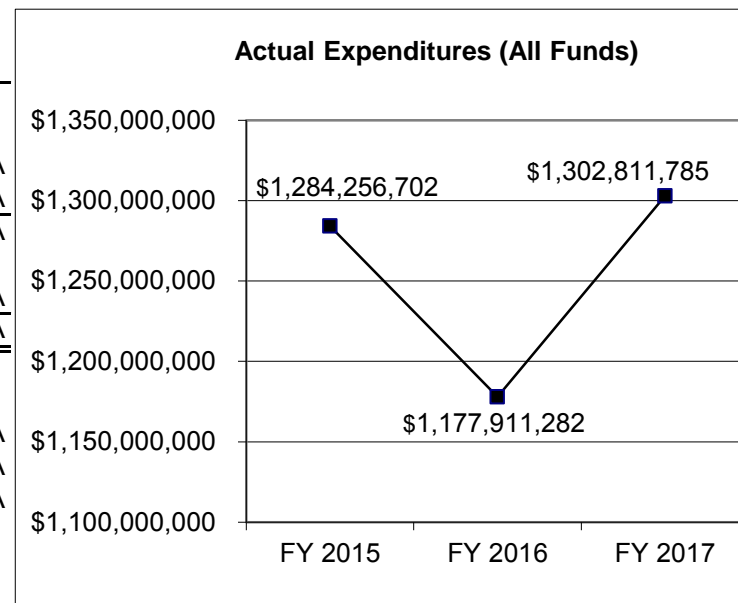
## CORE DECISION ITEM

Department of Transportation

Budget Unit: ConstructionDivision: ConstructionCore: ConstructionHB Section: 04.410

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$1,328,891,299   | \$1,328,053,276   | \$1,433,559,868   | \$1,401,310,729        |
| Less Reverted (All Funds)       | \$0               | (\$7,500)         | \$0               | N/A                    |
| Less Restricted (All Funds)     | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$1,328,891,299   | \$1,328,045,776   | \$1,433,559,868   | N/A                    |
| Actual Expenditures (All Funds) | \$1,284,256,702   | \$1,177,911,282   | \$1,302,811,785   | N/A                    |
| Unexpended (All Funds)          | \$44,634,597      | \$150,134,494     | \$130,748,083     | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$242,500         | \$0               | N/A                    |
| Federal                         | \$0               | \$0               | \$0               | N/A                    |
| Other                           | \$44,634,597      | \$149,891,994     | \$130,748,083     | N/A                    |
|                                 | (1)               |                   | (1)               |                        |



Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

**NOTES:**

(1) Appropriation increased during fiscal year to cover expenditures/encumbrances.

## FLEXIBILITY REQUEST FORM

|                                       |  |  |
|---------------------------------------|--|--|
| <b>BUDGET UNIT NUMBER:</b> 60516C     | <b>DEPARTMENT:</b> Missouri Department of Transportation (MoDOT) |  |
| <b>BUDGET UNIT NAME:</b> Construction |  |  |
| <b>HOUSE BILL SECTION:</b> 04.410     | <b>DIVISION:</b> Construction                                    |  |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

**DEPARTMENT REQUEST**

The department is requesting 25 percent flexibility for the State Road Fund for fiscal year 2019 between personal services, expense and equipment and program. This flexibility is requested to help manage priorities for construction. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b> | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b> | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
|---|---|--|
| N/A - No flexibility language in prior year.            | N/A - No flexibility language in current year.                                | The department is requesting 50 percent flexibility between personal services and expense and equipment from the State Road Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b> | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b> |
|--|---|
| N/A                                      | N/A   |

## FLEXIBILITY REQUEST FORM

|   |   |  |
|---|---|--|
| <b>BUDGET UNIT NUMBER:</b> 60516C   | <b>DEPARTMENT:</b> Missouri Department of Transportation (MoDOT)              |  |
| <b>BUDGET UNIT NAME:</b> Construction   |   |  |
| <b>HOUSE BILL SECTION:</b> 04.410   | <b>DIVISION:</b> Construction   |  |
| <b>1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.</b> |   |  |
| <b>DEPARTMENT REQUEST</b>   |   |  |
| The department is requesting 50 percent flexibility for the State Road Fund and State Road Bond Fund for fiscal year 2019 between program expenses for debt service on bonds. This flexibility is requested to help manage scheduled debt service payments. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.        |   |  |
| <b>2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.</b>  |   |  |
| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b>   | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b> | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
| N/A - No flexibility language in prior year.  | N/A - No flexibility language in current year.                                | The department is requesting 50 percent flexibility between program expenses for debt service on bonds from the State Road Fund and State Road Bond Fund, as needed. |
| <b>3. Please explain how flexibility was used in the prior and/or current years.</b>  |   |  |
| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b>  | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b>                                   |  |
| N/A   | N/A   |  |



**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                           |      |       |                     |                   |                    |             |                    |
|---|--------|---------------------------|------|-------|---------------------|-------------------|--------------------|-------------|--------------------|
|   |        |                           |      |       |                     | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME               | FUND | FUND  | FY 18 APPROP<br>AMT | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.410  | 7440   | CONSTRUCTION PS           | 0320 | OTHER | \$67,292,198        |                   | E                  |             | 25%                |
| 04.410  | 4403   | CONSTRUCTION              | 0320 | OTHER | \$995,811,499       |                   | E                  |             | 25%                |
| 04.410  | 4402   | CONSTRUCTION E&E          | 0320 | OTHER | \$19,558,170        |                   | E                  |             | 25%                |
| 04.410  | 3550   | BOND PRINCIPAL & INTEREST | 0320 | OTHER | \$138,638,981       |                   | E                  |             | 50%                |
| 04.410  | 7485   | BOND PRINCIPAL & INTEREST | 0319 | OTHER | \$180,009,881       |                   | E                  |             | 50%                |

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**CORE RECONCILIATION DETAIL**


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STATE

CONSTRUCTION

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE             | GR       | Federal  | Other                | Total                | Explanation |
|------------------------------------|-----------------|-----------------|----------|----------|----------------------|----------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |                 |          |          |                      |                      |             |
|                                    | PS              | 1,326.44        | 0        | 0        | 67,292,198           | 67,292,198           |             |
|                                    | EE              | 0.00            | 0        | 0        | 863,136,013          | 863,136,013          |             |
|                                    | PD              | 0.00            | 0        | 0        | 470,882,518          | 470,882,518          |             |
|                                    | <b>Total</b>    | <b>1,326.44</b> | <b>0</b> | <b>0</b> | <b>1,401,310,729</b> | <b>1,401,310,729</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |                 |          |          |                      |                      |             |
|                                    | PS              | 1,326.44        | 0        | 0        | 67,292,198           | 67,292,198           |             |
|                                    | EE              | 0.00            | 0        | 0        | 863,136,013          | 863,136,013          |             |
|                                    | PD              | 0.00            | 0        | 0        | 470,882,518          | 470,882,518          |             |
|                                    | <b>Total</b>    | <b>1,326.44</b> | <b>0</b> | <b>0</b> | <b>1,401,310,729</b> | <b>1,401,310,729</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |                 |          |          |                      |                      |             |
|                                    | PS              | 1,326.44        | 0        | 0        | 67,292,198           | 67,292,198           |             |
|                                    | EE              | 0.00            | 0        | 0        | 863,136,013          | 863,136,013          |             |
|                                    | PD              | 0.00            | 0        | 0        | 470,882,518          | 470,882,518          |             |
|                                    | <b>Total</b>    | <b>1,326.44</b> | <b>0</b> | <b>0</b> | <b>1,401,310,729</b> | <b>1,401,310,729</b> |             |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>            |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| SR TRAFFIC SYSTEMS OPERATOR    | 0         | 0.00    | 35,288    | 1.00    | 35,288    | 1.00     | 0       | 0.00    |
| INCIDENT MANAGEMENT COORDINATR | 114,147   | 2.01    | 155,180   | 3.00    | 155,180   | 3.00     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN      | 73,624    | 2.18    | 201,569   | 6.00    | 201,569   | 6.00     | 0       | 0.00    |
| SR ADMINISTRATIVE TECHNICIAN   | 286,660   | 7.67    | 250,194   | 7.00    | 250,194   | 7.00     | 0       | 0.00    |
| OFFICE ASSISTANT               | 1,243     | 0.06    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT        | 215,034   | 7.11    | 342,536   | 12.00   | 342,536   | 12.00    | 0       | 0.00    |
| EXECUTIVE ASSISTANT            | 313,561   | 9.01    | 306,996   | 9.00    | 306,996   | 9.00     | 0       | 0.00    |
| SENIOR RISK MANAGEMENT TECHNIC | 8,320     | 0.21    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INTERMEDIATE PLANNING TECHNICI | 0         | 0.00    | 106,341   | 3.00    | 106,341   | 3.00     | 0       | 0.00    |
| SENIOR PLANNING TECHNICIAN     | 380,193   | 9.00    | 413,212   | 10.00   | 413,212   | 10.00    | 0       | 0.00    |
| SUPPLY OFFICE ASSISTANT        | 25,863    | 1.00    | 30,717    | 1.00    | 30,717    | 1.00     | 0       | 0.00    |
| SENIOR RIGHT OF WAY TECHNICIAN | 177,120   | 4.60    | 187,202   | 5.00    | 187,202   | 5.00     | 0       | 0.00    |
| SENIOR MAINTENANCE TECHNICIAN  | 11,618    | 0.30    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| MATERIALS TESTING SUPERVISOR   | 149,905   | 3.13    | 148,361   | 3.00    | 148,361   | 3.00     | 0       | 0.00    |
| MATERIALS TESTING SPECIALIST   | 94,662    | 2.25    | 129,670   | 3.00    | 129,670   | 3.00     | 0       | 0.00    |
| TRAFFIC SYSTEMS SUPERVISOR     | 42,951    | 1.00    | 86,614    | 2.00    | 86,614    | 2.00     | 0       | 0.00    |
| GENERAL LABORER                | 9,235     | 0.38    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| DIV ADMIN SUPPORT SUPERVISOR   | 45,251    | 1.00    | 86,614    | 2.00    | 86,614    | 2.00     | 0       | 0.00    |
| CONST PROJECT OFFICE ASSISTANT | 806,437   | 24.85   | 999,306   | 31.00   | 999,306   | 31.00    | 0       | 0.00    |
| LEGAL SECRETARY                | 29,136    | 1.00    | 95,043    | 3.00    | 95,043    | 3.00     | 0       | 0.00    |
| SR ENGINEERING TECH-TPT        | 18,378    | 0.44    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| MOTORIST ASSISTANCE OPER SUPER | 46,157    | 0.98    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SENIOR CORE DRILL ASSISTANT    | 148,347   | 4.06    | 206,255   | 6.00    | 206,255   | 6.00     | 0       | 0.00    |
| CORE DRILL ASSISTANT           | 49,867    | 1.80    | 76,517    | 3.00    | 76,517    | 3.00     | 0       | 0.00    |
| CORE DRILL OPERATOR            | 128,513   | 3.01    | 158,337   | 4.00    | 158,337   | 4.00     | 0       | 0.00    |
| SENIOR MAINTENANCE WORKER      | 221       | 0.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| CORE DRILL SUPERINTENDENT      | 66,644    | 1.18    | 55,689    | 1.00    | 55,689    | 1.00     | 0       | 0.00    |
| INTER CORE DRILL ASSISTANT     | 33,267    | 1.08    | 30,717    | 1.00    | 30,717    | 1.00     | 0       | 0.00    |
| CORE DRILL SUPERVISOR          | 47,721    | 0.98    | 47,815    | 1.00    | 47,815    | 1.00     | 0       | 0.00    |
| MOTORIST ASSISTANCE OPERATOR   | 1,422,626 | 38.23   | 1,376,772 | 39.00   | 1,376,772 | 39.00    | 0       | 0.00    |
| MOTOR ASSISTANCE SHIFT SUPV    | 169,994   | 3.88    | 221,253   | 5.00    | 221,253   | 5.00     | 0       | 0.00    |
| SR ENGINEERING TECH-TPT/SSPD   | 26,934    | 0.51    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>            |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| SENIOR MATERIALS TECHNICIAN    | 591,361   | 15.34   | 594,811   | 16.00   | 594,811   | 16.00    | 0       | 0.00    |
| CONSTRUCTION TECHNICIAN        | 427,572   | 14.20   | 245,926   | 9.00    | 245,926   | 9.00     | 0       | 0.00    |
| SR CONSTRUCTION TECHNICIAN     | 1,668,194 | 42.84   | 2,762,938 | 75.00   | 2,762,938 | 75.00    | 0       | 0.00    |
| DESIGN TECHNICIAN              | 78,178    | 2.56    | 60,943    | 2.00    | 60,943    | 2.00     | 0       | 0.00    |
| INTERMEDIATE DESIGN TECHNICIAN | 78,340    | 2.34    | 61,246    | 2.00    | 61,246    | 2.00     | 0       | 0.00    |
| ASSISTANT CONSTRUCTION TECH    | 2,123     | 0.08    | 25,888    | 1.00    | 25,888    | 1.00     | 0       | 0.00    |
| ASSISTANT SURVEY TECHNICIAN    | 22,226    | 0.76    | 30,722    | 1.00    | 30,722    | 1.00     | 0       | 0.00    |
| INTER CONSTRUCTION TECH        | 667,102   | 19.24   | 328,533   | 11.00   | 328,533   | 11.00    | 0       | 0.00    |
| SENIOR DESIGN TECHNICIAN       | 718,779   | 18.07   | 843,293   | 23.00   | 843,293   | 23.00    | 0       | 0.00    |
| MATERIALS TECHNICIAN           | 74,793    | 2.54    | 87,467    | 3.00    | 87,467    | 3.00     | 0       | 0.00    |
| INTER MATERIALS TECH           | 79,542    | 2.37    | 60,785    | 2.00    | 60,785    | 2.00     | 0       | 0.00    |
| SR ENGINEERING TECH-TPT/SS     | 16,404    | 0.46    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SR TR SIGNAL AND LIGHTING TECH | 51,762    | 1.12    | 96,843    | 2.00    | 96,843    | 2.00     | 0       | 0.00    |
| SURVEY TECHNICIAN              | 61,204    | 1.97    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INTERMEDIATE SURVEY TECHNICIAN | 42,421    | 1.13    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SENIOR SURVEY TECHNICIAN       | 585,712   | 14.75   | 552,403   | 14.00   | 552,403   | 14.00    | 0       | 0.00    |
| LAND SURVEYOR IN TRAINING      | 316,547   | 7.47    | 397,385   | 10.00   | 397,385   | 10.00    | 0       | 0.00    |
| LAND SURVEY COORDINATOR        | 57,821    | 1.00    | 58,903    | 1.00    | 58,903    | 1.00     | 0       | 0.00    |
| DISTRICT LAND SURVEY MANAGER   | 301,610   | 5.16    | 282,596   | 5.00    | 282,596   | 5.00     | 0       | 0.00    |
| SENIOR FIELD ACQUISITION TECHN | 233,807   | 6.08    | 158,888   | 4.00    | 158,888   | 4.00     | 0       | 0.00    |
| INTER FLD ACQUISITION TECH     | 0         | 0.00    | 170,791   | 5.00    | 170,791   | 5.00     | 0       | 0.00    |
| LEAD FIELD ACQUISITION TECH    | 88,323    | 2.04    | 120,585   | 3.00    | 120,585   | 3.00     | 0       | 0.00    |
| FIELD ACQUISITION TECHNICIAN   | 33,833    | 1.13    | 30,722    | 1.00    | 30,722    | 1.00     | 0       | 0.00    |
| LAND SURVEY SUPERVISOR         | 180,718   | 3.56    | 269,282   | 5.00    | 269,282   | 5.00     | 0       | 0.00    |
| LAND SURVEYOR                  | 926,215   | 19.21   | 803,070   | 17.00   | 803,070   | 17.00    | 0       | 0.00    |
| DST OFFICE SERVICES SUPERVISOR | 0         | 0.00    | 46,095    | 1.00    | 46,095    | 1.00     | 0       | 0.00    |
| SENIOR CADD SUPPORT SPECIALIST | 46,627    | 0.96    | 47,815    | 1.00    | 47,815    | 1.00     | 0       | 0.00    |
| SENIOR CARTOGRAPHER            | 40,038    | 1.00    | 39,235    | 1.00    | 39,235    | 1.00     | 0       | 0.00    |
| SENIOR TRAFFIC SPECIALIST      | 46,947    | 1.02    | 83,911    | 2.00    | 83,911    | 2.00     | 0       | 0.00    |
| LEGAL ASSISTANT                | 0         | 0.00    | 31,779    | 1.00    | 31,779    | 1.00     | 0       | 0.00    |
| FABRICATION TECHNICIAN         | 40,144    | 0.89    | 49,805    | 1.00    | 49,805    | 1.00     | 0       | 0.00    |
| STRUCTURAL ANALYST             | 96,589    | 2.02    | 191,280   | 4.00    | 191,280   | 4.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|--------------------------------|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                  | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>            |         |         |         |         |          |          |         |         |
| <b>CORE</b>                    |         |         |         |         |          |          |         |         |
| SENIOR STRUCTURAL TECHNICIAN   | 199,593 | 5.24    | 217,178 | 6.00    | 217,178  | 6.00     | 0       | 0.00    |
| CONSTRUCTION CONTRACT ADMINIST | 42,877  | 1.00    | 42,138  | 1.00    | 42,138   | 1.00     | 0       | 0.00    |
| DIST FINAL PLANS & REP PROC    | 313,382 | 7.13    | 326,016 | 7.00    | 326,016  | 7.00     | 0       | 0.00    |
| FINAL PLANS REVIEWER           | 49,760  | 1.00    | 48,692  | 1.00    | 48,692   | 1.00     | 0       | 0.00    |
| SR ADMINSTRATIVE TECHN-TPT     | 17,162  | 0.51    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |
| FLD ACQUISITION COORDINATOR    | 54,604  | 1.00    | 53,649  | 1.00    | 53,649   | 1.00     | 0       | 0.00    |
| STRUCTURAL SPECIALIST          | 258,383 | 6.13    | 296,196 | 7.00    | 296,196  | 7.00     | 0       | 0.00    |
| SR FABRICATION TECHNICIAN      | 112,881 | 2.04    | 228,993 | 4.00    | 228,993  | 4.00     | 0       | 0.00    |
| INTER STRUCTURAL TECHNICIAN    | 62,702  | 1.90    | 65,833  | 2.00    | 65,833   | 2.00     | 0       | 0.00    |
| STRUCTURAL TECHNICIAN          | 32,295  | 1.11    | 29,156  | 1.00    | 29,156   | 1.00     | 0       | 0.00    |
| BRIDGE INVENTORY ANALYST       | 64,240  | 1.62    | 82,077  | 2.00    | 82,077   | 2.00     | 0       | 0.00    |
| MARKET ANALYSIS COORDINATOR    | 57,757  | 1.00    | 58,975  | 1.00    | 58,975   | 1.00     | 0       | 0.00    |
| INT INFO SYSTEMS TECHNOLOGIST  | 0       | 0.00    | 40,974  | 1.00    | 40,974   | 1.00     | 0       | 0.00    |
| CIVIL RIGHTS SPECIALIST        | 38,652  | 1.00    | 38,556  | 1.00    | 38,556   | 1.00     | 0       | 0.00    |
| INT CIVIL RIGHTS SPECIALIST    | 55,036  | 1.28    | 42,907  | 1.00    | 42,907   | 1.00     | 0       | 0.00    |
| SR CIVIL RIGHTS SPECIALIST     | 202,783 | 4.05    | 343,705 | 7.00    | 343,705  | 7.00     | 0       | 0.00    |
| ENVIRONMENTAL SPECIALIST       | 0       | 0.00    | 44,476  | 1.00    | 44,476   | 1.00     | 0       | 0.00    |
| INT ENVIRONMENTAL SPECIALIST   | 0       | 0.00    | 42,906  | 1.00    | 42,906   | 1.00     | 0       | 0.00    |
| SR ENVIRNMENTAL SPECIALIST     | 156,173 | 3.00    | 355,726 | 7.00    | 355,726  | 7.00     | 0       | 0.00    |
| HISTORIC PRESERVATION SPECIALI | 65,257  | 1.67    | 117,051 | 3.00    | 117,051  | 3.00     | 0       | 0.00    |
| INTRM HISTORIC PRESERVATION SP | 54,730  | 1.27    | 87,382  | 2.00    | 87,382   | 2.00     | 0       | 0.00    |
| SENIOR GIS SPECIALIST          | 192,948 | 4.00    | 191,914 | 4.00    | 191,914  | 4.00     | 0       | 0.00    |
| SR HISTORIC PRESERVATION SPECI | 319,727 | 5.98    | 322,992 | 6.00    | 322,992  | 6.00     | 0       | 0.00    |
| SENIOR PARALEGAL               | 99,363  | 2.00    | 92,787  | 2.00    | 92,787   | 2.00     | 0       | 0.00    |
| TRANSPORTATION PLANNING SPECIA | 306,227 | 5.07    | 590,939 | 10.00   | 590,939  | 10.00    | 0       | 0.00    |
| PARALEGAL                      | 110,785 | 2.88    | 79,224  | 2.00    | 79,224   | 2.00     | 0       | 0.00    |
| INTERMEDIATE PARALEGAL         | 49,639  | 1.16    | 85,827  | 2.00    | 85,827   | 2.00     | 0       | 0.00    |
| WETLAND COORDINATOR            | 61,078  | 1.00    | 60,004  | 1.00    | 60,004   | 1.00     | 0       | 0.00    |
| SENIOR CHEMIST                 | 244,428 | 4.80    | 296,447 | 6.00    | 296,447  | 6.00     | 0       | 0.00    |
| CONSTR MANGMNT SYSTEMS ADMINIS | 63,428  | 1.00    | 62,314  | 1.00    | 62,314   | 1.00     | 0       | 0.00    |
| TRANSP MGT SYS ADMINISTRATOR   | 268,402 | 4.00    | 267,505 | 4.00    | 267,505  | 4.00     | 0       | 0.00    |
| DESIGN MGT SYSTEMS ADMINISTRAT | 65,874  | 1.00    | 64,676  | 1.00    | 64,676   | 1.00     | 0       | 0.00    |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017 | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|---------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL  | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR  | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>            |         |         |           |         |           |          |         |         |
| <b>CORE</b>                    |         |         |           |         |           |          |         |         |
| EXTERNAL CIVIL RIGHTS MANAGER  | 56,727  | 1.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SR HISTORIC PRESERV SPEC-NSS   | 54,603  | 1.00    | 54,652    | 1.00    | 54,652    | 1.00     | 0       | 0.00    |
| ENVIRONMENTAL SPECIALIST-SS    | 60,234  | 1.56    | 77,112    | 2.00    | 77,112    | 2.00     | 0       | 0.00    |
| INT ENVIRONMENTAL SPEC-SS      | 72,985  | 1.60    | 93,918    | 2.00    | 93,918    | 2.00     | 0       | 0.00    |
| SR ENVIRNMENTAL SPEC-SS        | 285,382 | 5.46    | 264,347   | 5.00    | 264,347   | 5.00     | 0       | 0.00    |
| STORMWATER COMPLIANCE COORDIN/ | 59,659  | 1.00    | 61,267    | 1.00    | 61,267    | 1.00     | 0       | 0.00    |
| HISTORIC PRESERVATION SPEC-NSS | 77,078  | 2.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| ASST TO STATE DESIGN ENGR - RW | 0       | 0.00    | 0         | 0.00    | 76,680    | 1.00     | 0       | 0.00    |
| ASST TRANSP PLANNING DIRECTOR  | 0       | 0.00    | 0         | 0.00    | 76,680    | 1.00     | 0       | 0.00    |
| INTER ADMIN PROFESSIONAL-TPT   | 23      | 0.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| GIS SPECIALIST                 | 67,017  | 1.74    | 82,185    | 2.00    | 82,185    | 2.00     | 0       | 0.00    |
| INT GIS SPECIALIST             | 44,755  | 1.04    | 42,906    | 1.00    | 42,906    | 1.00     | 0       | 0.00    |
| ENVIRONMENTAL CHEMIST          | 238,706 | 3.95    | 239,022   | 4.00    | 239,022   | 4.00     | 0       | 0.00    |
| INTER R/W SPECIALIST           | 85,754  | 2.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| TRANSPORTATION DATA ANALYST    | 49,723  | 1.04    | 50,744    | 1.00    | 50,744    | 1.00     | 0       | 0.00    |
| SENIOR ROW SPECIALIST-TPT      | 56,127  | 0.97    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| ENVIRONMENTAL COMPLNC MANAGER  | 57,757  | 1.00    | 105,661   | 2.00    | 105,661   | 2.00     | 0       | 0.00    |
| INFO SYSTEMS TECHNOLOGIST      | 78,503  | 2.00    | 38,556    | 1.00    | 38,556    | 1.00     | 0       | 0.00    |
| SR R/W SPECIALIST              | 978,167 | 18.88   | 1,093,853 | 22.00   | 1,093,853 | 22.00    | 0       | 0.00    |
| RIGHT OF WAY SPECIALIST        | 146,545 | 3.80    | 195,647   | 5.00    | 195,647   | 5.00     | 0       | 0.00    |
| CHEMICAL LABORATORY DIRECTOR   | 68,380  | 1.00    | 67,173    | 1.00    | 67,173    | 1.00     | 0       | 0.00    |
| ASST RIGHT OF WAY MNGR-CERTIFI | 63,428  | 1.00    | 252,077   | 4.00    | 252,077   | 4.00     | 0       | 0.00    |
| RIGHT OF WAY MANAGER           | 485,861 | 6.98    | 561,306   | 8.00    | 561,306   | 8.00     | 0       | 0.00    |
| RIGHT OF WAY LIAISON           | 134,449 | 2.00    | 131,855   | 2.00    | 131,855   | 2.00     | 0       | 0.00    |
| CERTIFIED APPRAISER            | 580,280 | 10.51   | 651,528   | 12.00   | 651,528   | 12.00    | 0       | 0.00    |
| DESIGN LIAISON ENGINEER        | 243,298 | 3.22    | 245,568   | 3.00    | 245,568   | 3.00     | 0       | 0.00    |
| ESTIMATE AND REVIEW ENGINEER   | 55,250  | 0.83    | 64,676    | 1.00    | 64,676    | 1.00     | 0       | 0.00    |
| RESEARCH ENGINEER              | 63,428  | 1.00    | 62,314    | 1.00    | 62,314    | 1.00     | 0       | 0.00    |
| SR RESEARCH ANALYST            | 0       | 0.00    | 58,903    | 1.00    | 58,903    | 1.00     | 0       | 0.00    |
| RESEARCH ANALYST               | 43,069  | 0.90    | 46,965    | 1.00    | 46,965    | 1.00     | 0       | 0.00    |
| TRAFFIC CENTER MANAGER         | 78,068  | 1.00    | 75,259    | 1.00    | 75,259    | 1.00     | 0       | 0.00    |
| DESIGN SUPPORT ENGINEER        | 57,957  | 0.92    | 65,924    | 1.00    | 65,924    | 1.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|---------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                   | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |           |         |           |         |           |          |         |         |
| <b>CORE</b>                     |           |         |           |         |           |          |         |         |
| INTERMED GEOTECHNICAL SPECIA    | 27,442    | 0.58    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| ENGINRING POLICY ADMINISTRATOR  | 0         | 0.00    | 84,344    | 1.00    | 0         | 0.00     | 0       | 0.00    |
| CONST & MATERIALS LIAISON ENGR  | 258,499   | 3.00    | 246,816   | 3.00    | 246,816   | 3.00     | 0       | 0.00    |
| NON-MOTORIZED TRANSP ENGINEER   | 78,068    | 1.00    | 76,680    | 1.00    | 76,680    | 1.00     | 0       | 0.00    |
| STRUCTURAL PRELIM & REVIEW ENGR | 75,278    | 1.00    | 73,811    | 1.00    | 73,811    | 1.00     | 0       | 0.00    |
| SENIOR PROJECT REVIEWER         | 138,355   | 2.13    | 184,780   | 3.00    | 184,780   | 3.00     | 0       | 0.00    |
| INTERMEDIATE PROJECT REVIEWER   | 10,335    | 0.21    | 49,805    | 1.00    | 49,805    | 1.00     | 0       | 0.00    |
| PROJECT REVIEWER                | 27,011    | 0.66    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SENIOR ESTIMATOR                | 157,889   | 2.68    | 237,880   | 4.00    | 237,880   | 4.00     | 0       | 0.00    |
| STANDARDS SPECIALIST            | 125,176   | 2.17    | 113,058   | 2.00    | 113,058   | 2.00     | 0       | 0.00    |
| POLICY & INNOVATIONS ENGINEER   | 61,791    | 0.79    | 76,680    | 1.00    | 76,680    | 1.00     | 0       | 0.00    |
| ASST STATE DESIGN ENGR - LPA    | 87,529    | 1.00    | 85,963    | 1.00    | 85,963    | 1.00     | 0       | 0.00    |
| SR STRUCTURAL ENGINEER          | 326,947   | 5.00    | 324,740   | 5.00    | 324,740   | 5.00     | 0       | 0.00    |
| AST DISTRICT CONSTR & MATER EN  | 369,969   | 5.71    | 410,542   | 6.00    | 410,542   | 6.00     | 0       | 0.00    |
| DISTRICT CONST & MATERIALS ENG  | 597,239   | 7.63    | 555,303   | 7.00    | 555,303   | 7.00     | 0       | 0.00    |
| ASSISTANT TO THE RESIDENT ENGI  | 973,640   | 14.85   | 750,537   | 11.00   | 750,537   | 11.00    | 0       | 0.00    |
| COMPUTER AIDED DRFT SUPPRT ENG  | 51,755    | 0.79    | 64,676    | 1.00    | 64,676    | 1.00     | 0       | 0.00    |
| SR PROJECT DEVELOPMENT SPECIAL  | 13,904    | 0.25    | 55,692    | 1.00    | 55,692    | 1.00     | 0       | 0.00    |
| SR ENGINRING PROFESS-TPT/SSPD   | 113,829   | 1.86    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SR ENGINEERING PROFESSNL-TPT    | 269,703   | 4.25    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INT ENGINEERING PROFESSNL-TPT   | 25,553    | 0.49    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| ENGINEERING PROFESSIONAL-TPT    | 51,185    | 0.86    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INT ENGINEERING PROF-TPT/SSPD   | 9,346     | 0.21    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| BRIDGE RATING & INVENT ENGR     | 71,006    | 1.00    | 69,731    | 1.00    | 69,731    | 1.00     | 0       | 0.00    |
| STRUCTURAL HYDRAULICS ENGINEER  | 75,203    | 1.00    | 73,811    | 1.00    | 73,811    | 1.00     | 0       | 0.00    |
| TRANSPORTATION PROJECT MGR      | 2,312,593 | 31.13   | 1,992,633 | 27.00   | 1,992,633 | 27.00    | 0       | 0.00    |
| PAVEMENT ENGINEER               | 124,506   | 2.00    | 122,317   | 2.00    | 122,317   | 2.00     | 0       | 0.00    |
| DISTRICT DESIGN ENGINEER        | 549,742   | 6.92    | 566,688   | 7.00    | 566,688   | 7.00     | 0       | 0.00    |
| GEOLOGIST                       | 324,703   | 4.91    | 347,462   | 5.00    | 347,462   | 5.00     | 0       | 0.00    |
| TRANSP PLANNING COORDINATOR     | 113,379   | 2.00    | 56,732    | 1.00    | 56,732    | 1.00     | 0       | 0.00    |
| DISTRICT PLANNING MANAGER       | 448,374   | 6.00    | 445,925   | 6.00    | 445,925   | 6.00     | 0       | 0.00    |
| STRUCTURAL RESOURCE MANAGER     | 81,201    | 1.00    | 79,621    | 1.00    | 79,621    | 1.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>            |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| STRUCTURAL PROJECT MANAGER     | 293,811   | 4.00    | 289,733   | 4.00    | 289,733   | 4.00     | 0       | 0.00    |
| CADD SERVICES ENGINEER         | 84,279    | 1.00    | 85,963    | 1.00    | 85,963    | 1.00     | 0       | 0.00    |
| SENIOR MATERIALS SPECIALIST    | 56,537    | 1.05    | 203,901   | 4.00    | 203,901   | 4.00     | 0       | 0.00    |
| INTER CONST INSPECTOR          | 2,598,371 | 52.12   | 1,977,391 | 42.00   | 1,977,391 | 42.00    | 0       | 0.00    |
| INTER HIGHWAY DESIGNER         | 934,829   | 18.81   | 433,978   | 9.00    | 433,978   | 9.00     | 0       | 0.00    |
| INTER STRUCTURAL DESIGNER      | 73,062    | 1.44    | 98,491    | 2.00    | 98,491    | 2.00     | 0       | 0.00    |
| CADD SUPPORT ANALYST           | 108,885   | 1.79    | 120,031   | 2.00    | 120,031   | 2.00     | 0       | 0.00    |
| OFF-SYSTEM PLANS REVIEWER      | 108,950   | 2.07    | 105,313   | 2.00    | 105,313   | 2.00     | 0       | 0.00    |
| INTER MATERIALS SPEC           | 87,174    | 1.68    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| PLANNING & PROGRAMMING ENGR    | 84,354    | 1.00    | 82,725    | 1.00    | 82,725    | 1.00     | 0       | 0.00    |
| DISTRICT CONSTRUCTION LIAISON  | 58,549    | 1.01    | 56,726    | 1.00    | 56,726    | 1.00     | 0       | 0.00    |
| TRAFFIC OPERATIONS ENGINEER    | 69,675    | 1.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| COMPUTER LIAISON, DESIGN       | 50,606    | 0.93    | 107,297   | 2.00    | 107,297   | 2.00     | 0       | 0.00    |
| ASST STATE CO AND MA ENGINEER  | 89,219    | 1.00    | 87,597    | 1.00    | 87,597    | 1.00     | 0       | 0.00    |
| ASSISTANT STATE DESIGN ENGR    | 79,676    | 0.96    | 89,289    | 1.00    | 89,289    | 1.00     | 0       | 0.00    |
| CONSTRUCTION INSPECTOR         | 3,161,629 | 68.67   | 2,400,337 | 54.00   | 2,400,337 | 54.00    | 0       | 0.00    |
| STRUCTURAL LIAISON ENGINEER    | 239,146   | 3.00    | 248,434   | 3.00    | 248,434   | 3.00     | 0       | 0.00    |
| TRANSP PROJECT DESIGNER        | 2,032,758 | 31.00   | 2,044,958 | 31.00   | 2,044,958 | 31.00    | 0       | 0.00    |
| SENIOR TRAFFIC STUDIES SPECIAL | 74,151    | 1.29    | 161,351   | 3.00    | 161,351   | 3.00     | 0       | 0.00    |
| DISTRICT UTILITIES ENGINEER    | 483,350   | 7.25    | 558,068   | 8.00    | 558,068   | 8.00     | 0       | 0.00    |
| BID & CONTRACT SERVICE ENGR    | 67,423    | 0.88    | 71,066    | 1.00    | 71,066    | 1.00     | 0       | 0.00    |
| ESTIMATOR                      | 6,461     | 0.13    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| FIELD MATERIALS ENGR           | 246,686   | 4.00    | 260,546   | 4.00    | 260,546   | 4.00     | 0       | 0.00    |
| INTER MATERIALS INSPECTOR      | 461,630   | 9.62    | 524,409   | 13.00   | 524,409   | 13.00    | 0       | 0.00    |
| SENIOR MATERIALS INSPECTOR     | 1,079,892 | 19.94   | 1,194,746 | 22.00   | 1,194,746 | 22.00    | 0       | 0.00    |
| SR GEOTECHNICAL SPECIALIST     | 151,629   | 2.77    | 277,882   | 5.00    | 277,882   | 5.00     | 0       | 0.00    |
| HIGHWAY DESIGNER               | 1,074,978 | 23.30   | 940,200   | 20.00   | 940,200   | 20.00    | 0       | 0.00    |
| MATERIALS SPECIALIST           | 0         | 0.00    | 48,691    | 1.00    | 48,691    | 1.00     | 0       | 0.00    |
| MATERIALS INSPECTOR            | 638,974   | 14.31   | 629,475   | 15.00   | 629,475   | 15.00    | 0       | 0.00    |
| PHYSICAL LABORATORY DIRECTOR   | 72,373    | 1.00    | 75,259    | 1.00    | 75,259    | 1.00     | 0       | 0.00    |
| INTER TRANSPORTATION PLANNER   | 155,919   | 3.44    | 186,755   | 4.00    | 186,755   | 4.00     | 0       | 0.00    |
| TRANSPORT SYSTEM ANALYSIS ENGR | 75,500    | 1.00    | 73,811    | 1.00    | 73,811    | 1.00     | 0       | 0.00    |



**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>            |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| RESIDENT ENGINEER              | 2,121,428 | 30.31   | 2,166,581 | 31.00   | 2,166,581 | 31.00    | 0       | 0.00    |
| SR CONSTRUCTION INSPECTOR      | 7,366,180 | 133.90  | 9,593,828 | 181.44  | 9,593,828 | 181.44   | 0       | 0.00    |
| SENIOR HIGHWAY DESIGNER        | 3,983,300 | 69.78   | 5,500,583 | 99.00   | 5,500,583 | 99.00    | 0       | 0.00    |
| SR TRANSPORTATION PLANNER      | 822,798   | 15.61   | 918,617   | 18.00   | 918,617   | 18.00    | 0       | 0.00    |
| BRIDGE LOC & LAYOUT DESIGNER   | 256,411   | 4.00    | 325,432   | 5.00    | 325,432   | 5.00     | 0       | 0.00    |
| SR STRUCTURAL DESIGNER         | 748,088   | 12.12   | 1,390,371 | 25.00   | 1,390,371 | 25.00    | 0       | 0.00    |
| GEOTECHNICAL ENGINEER          | 202,076   | 3.03    | 199,134   | 3.00    | 199,134   | 3.00     | 0       | 0.00    |
| GEOTECHNICAL DIRECTOR          | 72,373    | 1.00    | 81,180    | 1.00    | 81,180    | 1.00     | 0       | 0.00    |
| GEOTECHNICAL SPECIALIST        | 47,923    | 1.02    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| STRUCT DEV & SUPPORT ENGR      | 79,555    | 1.00    | 78,127    | 1.00    | 78,127    | 1.00     | 0       | 0.00    |
| STRUCTURAL DESIGNER            | 226,342   | 4.80    | 234,824   | 5.00    | 234,824   | 5.00     | 0       | 0.00    |
| ASST STATE BRIDGE ENGINEER     | 89,294    | 1.00    | 87,597    | 1.00    | 87,597    | 1.00     | 0       | 0.00    |
| TRANSPORTATION PLANNER         | 205,361   | 5.00    | 161,532   | 4.00    | 161,532   | 4.00     | 0       | 0.00    |
| FABRICATION OPERATIONS ENGR    | 82,661    | 1.00    | 81,180    | 1.00    | 81,180    | 1.00     | 0       | 0.00    |
| BRIDGE MANAGEMENT ENGINEER     | 82,661    | 1.00    | 81,180    | 1.00    | 81,180    | 1.00     | 0       | 0.00    |
| DISTRICT DESIGN LIAISON        | 112,361   | 2.00    | 110,375   | 2.00    | 110,375   | 2.00     | 0       | 0.00    |
| PLANNING AND PROGRAMMING COORD | 76,693    | 1.00    | 72,427    | 1.00    | 72,427    | 1.00     | 0       | 0.00    |
| RESEARCH ADMINISTRATOR         | 79,555    | 1.00    | 78,127    | 1.00    | 78,127    | 1.00     | 0       | 0.00    |
| ORGANIZATIONAL PERFORMANCE SPE | 57,150    | 1.00    | 56,732    | 1.00    | 56,732    | 1.00     | 0       | 0.00    |
| ENVIRONMENTAL & HIST PRESV MGR | 78,068    | 1.00    | 76,680    | 1.00    | 76,680    | 1.00     | 0       | 0.00    |
| HISTORIC PRESERVATION MANAGER  | 67,121    | 1.00    | 68,433    | 1.00    | 68,433    | 1.00     | 0       | 0.00    |
| SURVEY INTERN                  | 5,466     | 0.20    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| GEOLOGY INTERN                 | 2,442     | 0.09    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| ASSISTANT REGIONAL COUNSEL     | 66,744    | 0.92    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SENIOR LITIGATION COUNSEL      | 17,815    | 0.21    | 147,203   | 2.00    | 147,203   | 2.00     | 0       | 0.00    |
| SENIOR ADMINISTRATIVE COUNSEL  | 0         | 0.00    | 214,536   | 3.00    | 44,468    | 1.00     | 0       | 0.00    |
| INNOV PARTNERS & ATL FUND DIR  | 40,351    | 0.40    | 0         | 0.00    | 101,052   | 1.00     | 0       | 0.00    |
| SR OFFICE ASSISTANT-TPT        | 33,177    | 0.92    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| RIGHT OF WAY DIRECTOR          | 107,169   | 1.06    | 99,069    | 1.00    | 99,069    | 1.00     | 0       | 0.00    |
| STATE BRIDGE ENGINEER          | 105,934   | 1.00    | 103,938   | 1.00    | 103,938   | 1.00     | 0       | 0.00    |
| STATE DESIGN ENGINEER          | 105,934   | 1.00    | 103,938   | 1.00    | 103,938   | 1.00     | 0       | 0.00    |
| STATE CO & MA ENGINEER         | 110,094   | 1.00    | 108,019   | 1.00    | 108,019   | 1.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017           | FY 2017         | FY 2018           | FY 2018         | FY 2019           | FY 2019         | *****    | *****       |
|--------------------------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|----------|-------------|
| Decision Item                  | ACTUAL            | ACTUAL          | BUDGET            | BUDGET          | DEPT REQ          | DEPT REQ        | SECURED  | SECURED     |
| Budget Object Class            | DOLLAR            | FTE             | DOLLAR            | FTE             | DOLLAR            | FTE             | COLUMN   | COLUMN      |
| <b>CONSTRUCTION</b>            |                   |                 |                   |                 |                   |                 |          |             |
| <b>CORE</b>                    |                   |                 |                   |                 |                   |                 |          |             |
| RIGHT OF WAY INTERN            | 1,044             | 0.05            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| TRANSPORTATION PLANNING DIR    | 105,934           | 1.00            | 103,938           | 1.00            | 103,938           | 1.00            | 0        | 0.00        |
| CHEMIST INTERN                 | 6,360             | 0.23            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| MATERIALS INTERN               | 31,437            | 1.14            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| TRAFFIC INTERN                 | 10,238            | 0.38            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| PLANNING INTERN                | 10,932            | 0.41            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| RESEARCH INTERN                | 3,635             | 0.11            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| SENIOR ASSISTANT COUNSEL       | 80,059            | 1.00            | 275,715           | 4.00            | 275,715           | 4.00            | 0        | 0.00        |
| HISTORIC PRESERVATION INTERN   | 10,464            | 0.40            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| EXTERNAL CIVIL RIGHTS DIRECTOR | 94,555            | 1.00            | 92,764            | 1.00            | 92,764            | 1.00            | 0        | 0.00        |
| CONSTRUCTION INTERN            | 249,782           | 9.12            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| DESIGN INTERN                  | 119,211           | 4.41            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| BRIDGE INTERN                  | 19,652            | 0.64            | 0                 | 0.00            | 0                 | 0.00            | 0        | 0.00        |
| REGIONAL COUNSEL               | 369,387           | 3.60            | 407,745           | 4.00            | 407,745           | 4.00            | 0        | 0.00        |
| ASSISTANT COUNSEL              | 51,763            | 1.00            | 48,972            | 1.00            | 48,972            | 1.00            | 0        | 0.00        |
| <b>TOTAL - PS</b>              | <b>61,850,544</b> | <b>1,195.86</b> | <b>67,292,198</b> | <b>1,326.44</b> | <b>67,292,198</b> | <b>1,326.44</b> | <b>0</b> | <b>0.00</b> |
| TRAVEL, IN-STATE               | 780,794           | 0.00            | 717,130           | 0.00            | 717,130           | 0.00            | 0        | 0.00        |
| TRAVEL, OUT-OF-STATE           | 74,141            | 0.00            | 174,685           | 0.00            | 174,685           | 0.00            | 0        | 0.00        |
| FUEL & UTILITIES               | 897,729           | 0.00            | 280,422           | 0.00            | 280,422           | 0.00            | 0        | 0.00        |
| SUPPLIES                       | 1,984,829         | 0.00            | 3,649,856         | 0.00            | 3,649,856         | 0.00            | 0        | 0.00        |
| PROFESSIONAL DEVELOPMENT       | 543,416           | 0.00            | 2,627,405         | 0.00            | 2,627,405         | 0.00            | 0        | 0.00        |
| COMMUNICATION SERV & SUPP      | 2,192,226         | 0.00            | 939,529           | 0.00            | 939,529           | 0.00            | 0        | 0.00        |
| PROFESSIONAL SERVICES          | 37,312,948        | 0.00            | 18,420,143        | 0.00            | 18,420,143        | 0.00            | 0        | 0.00        |
| HOUSEKEEPING & JANITORIAL SERV | 94,748            | 0.00            | 63,748            | 0.00            | 63,748            | 0.00            | 0        | 0.00        |
| M&R SERVICES                   | 690,195           | 0.00            | 607,645           | 0.00            | 607,645           | 0.00            | 0        | 0.00        |
| COMPUTER EQUIPMENT             | 499,164           | 0.00            | 513,868           | 0.00            | 513,868           | 0.00            | 0        | 0.00        |
| OFFICE EQUIPMENT               | 57,247            | 0.00            | 218,174           | 0.00            | 218,174           | 0.00            | 0        | 0.00        |
| OTHER EQUIPMENT                | 2,315,064         | 0.00            | 2,671,998         | 0.00            | 2,671,998         | 0.00            | 0        | 0.00        |
| PROPERTY & IMPROVEMENTS        | 630,545,346       | 0.00            | 831,635,326       | 0.00            | 831,635,326       | 0.00            | 0        | 0.00        |
| BUILDING LEASE PAYMENTS        | 38,760            | 0.00            | 81,094            | 0.00            | 81,094            | 0.00            | 0        | 0.00        |
| EQUIPMENT RENTALS & LEASES     | 15,553            | 0.00            | 239,422           | 0.00            | 239,422           | 0.00            | 0        | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit            | FY 2017                | FY 2017         | FY 2018                | FY 2018         | FY 2019                | FY 2019         | *****      | *****       |
|------------------------|------------------------|-----------------|------------------------|-----------------|------------------------|-----------------|------------|-------------|
| Decision Item          | ACTUAL                 | ACTUAL          | BUDGET                 | BUDGET          | DEPT REQ               | DEPT REQ        | SECURED    | SECURED     |
| Budget Object Class    | DOLLAR                 | FTE             | DOLLAR                 | FTE             | DOLLAR                 | FTE             | COLUMN     | COLUMN      |
| <b>CONSTRUCTION</b>    |                        |                 |                        |                 |                        |                 |            |             |
| <b>CORE</b>            |                        |                 |                        |                 |                        |                 |            |             |
| MISCELLANEOUS EXPENSES | 250,863                | 0.00            | 295,568                | 0.00            | 295,568                | 0.00            | 0          | 0.00        |
| <b>TOTAL - EE</b>      | <b>678,293,023</b>     | <b>0.00</b>     | <b>863,136,013</b>     | <b>0.00</b>     | <b>863,136,013</b>     | <b>0.00</b>     | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS  | 148,507,251            | 0.00            | 141,654,636            | 0.00            | 141,654,636            | 0.00            | 0          | 0.00        |
| DEBT SERVICE           | 413,053,157            | 0.00            | 328,928,215            | 0.00            | 328,928,215            | 0.00            | 0          | 0.00        |
| REFUNDS                | 1,107,810              | 0.00            | 299,667                | 0.00            | 299,667                | 0.00            | 0          | 0.00        |
| <b>TOTAL - PD</b>      | <b>562,668,218</b>     | <b>0.00</b>     | <b>470,882,518</b>     | <b>0.00</b>     | <b>470,882,518</b>     | <b>0.00</b>     | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>     | <b>\$1,302,811,785</b> | <b>1,195.86</b> | <b>\$1,401,310,729</b> | <b>1,326.44</b> | <b>\$1,401,310,729</b> | <b>1,326.44</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b> | <b>\$0</b>             | <b>0.00</b>     | <b>\$0</b>             | <b>0.00</b>     | <b>\$0</b>             | <b>0.00</b>     |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>   | <b>\$0</b>             | <b>0.00</b>     | <b>\$0</b>             | <b>0.00</b>     | <b>\$0</b>             | <b>0.00</b>     |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>     | <b>\$1,302,811,785</b> | <b>1,195.86</b> | <b>\$1,401,310,729</b> | <b>1,326.44</b> | <b>\$1,401,310,729</b> | <b>1,326.44</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.410

Program Name: Construction

Program is found in the following core budget(s): Construction

**1a. What strategic priority does this program address?**

Keep roads and bridges in good condition

**1b. What does this program do?**

This program includes personal services, expense and equipment and program disbursements for planning, design, right of way acquisitions, contractor payments, pass-through funds to local entities and debt service on outstanding bonds associated with road and bridge construction. The proposed costs represent payments associated with awarded projects in the Commission approved Statewide Transportation Improvement Program (STIP). The payments are for projects awarded in previous fiscal years, as well as the current fiscal year, because payments are made as contractors complete the work in the months after projects are awarded.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

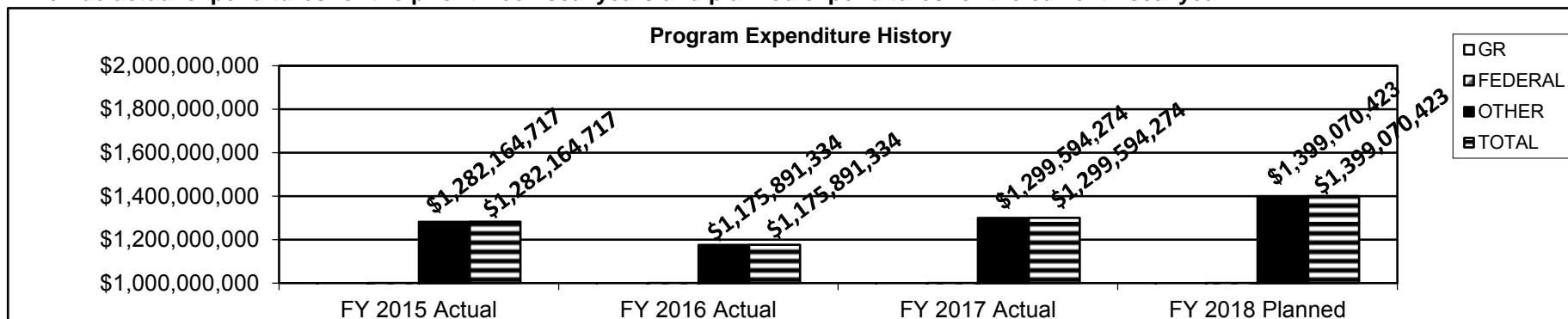
Title 23 USC 133, Article IV, Section 30(b) MO Constitution and 226.220, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

The Construction program requires a 10 to 20 percent non-federal match unless specifically identified as 100 percent federal funding.

**4. Is this a federally mandated program? If yes, please explain.**

Federal funds apportioned through the Highway Act must be spent on specific transportation activities. For example, the Highway Bridge program funds must be spent on the replacement or rehabilitation of poor bridges.

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other" funds?**

State Road Fund (0320) and State Road Bond Fund (0319)

## PROGRAM DESCRIPTION

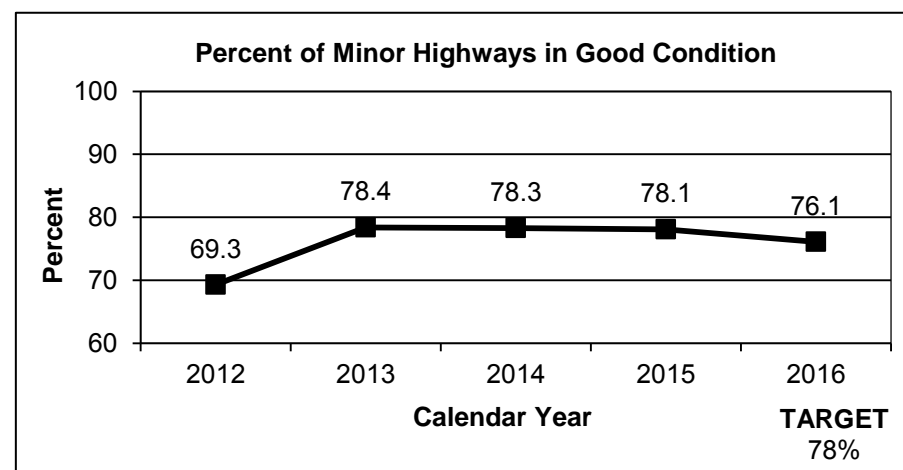
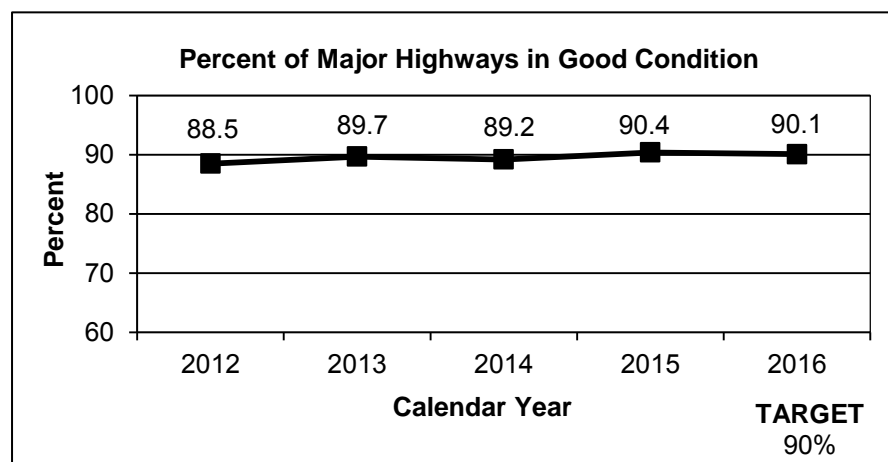
Department of Transportation

HB Section: 04.410

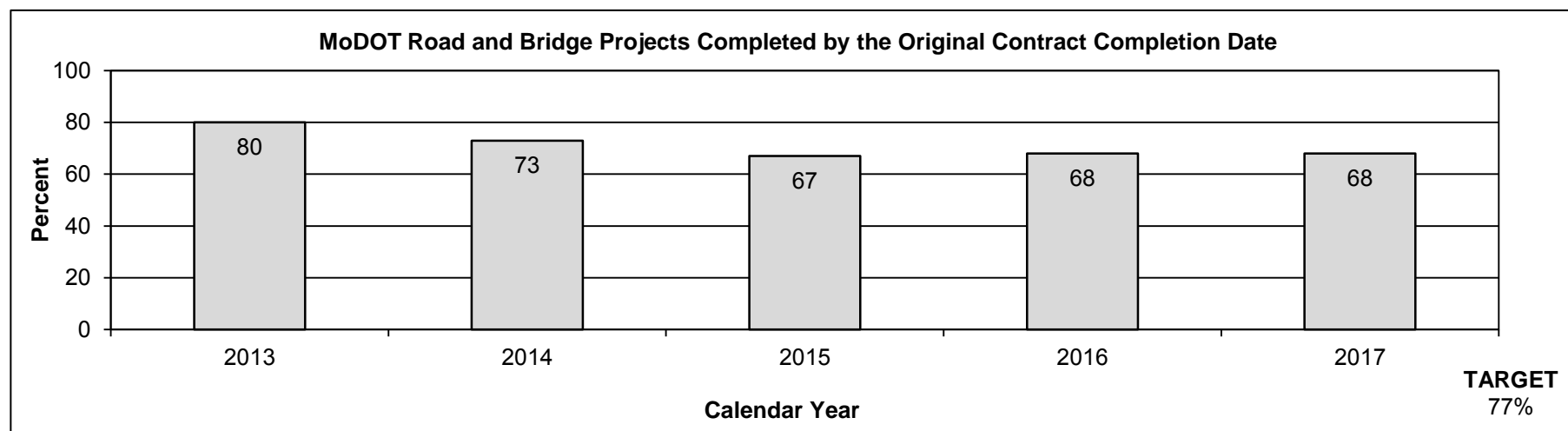
Program Name: Construction

Program is found in the following core budget(s): Construction

7a. Provide an effectiveness measure.



The targets for these measures are based on the statewide asset management plan and represent MoDOT's goal of maintaining current conditions.



The target for this measure is established by projecting a 10 percent improvement over a four year average.

## PROGRAM DESCRIPTION

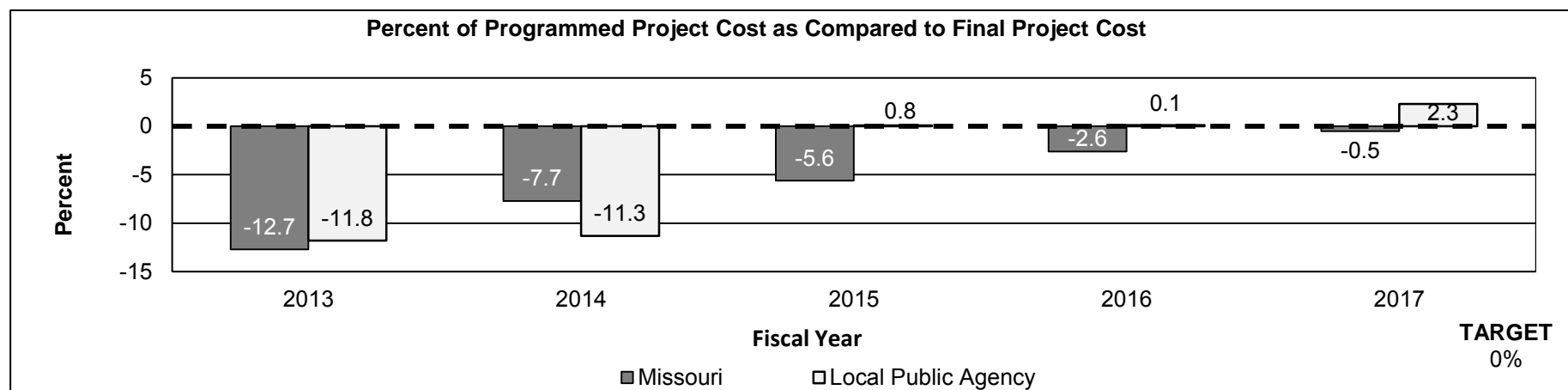
Department of Transportation

HB Section: 04.410

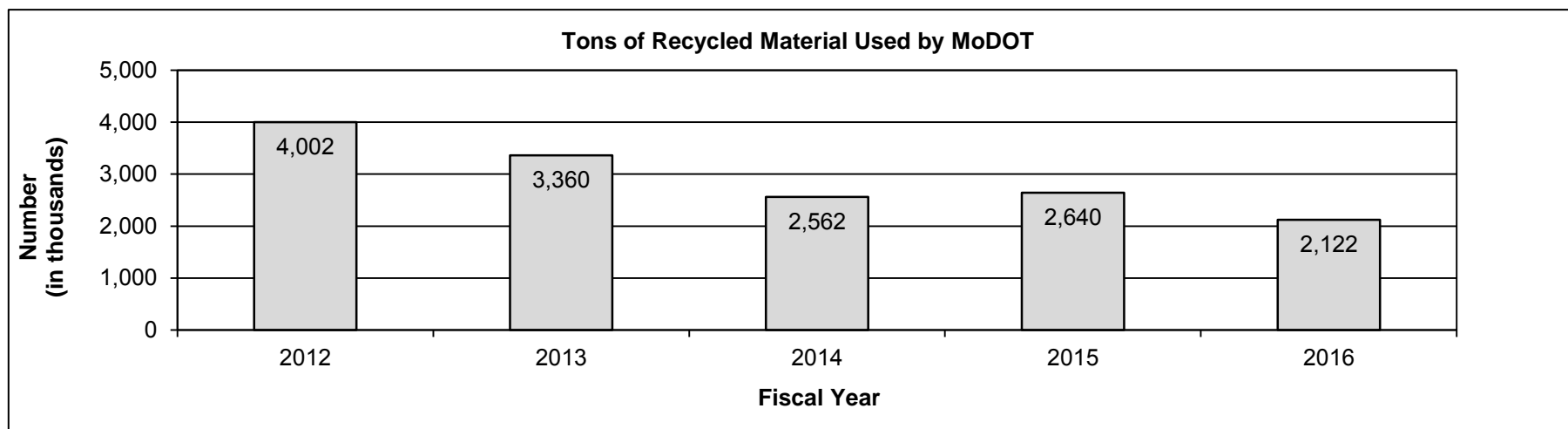
Program Name: Construction

Program is found in the following core budget(s): Construction

7b. Provide an efficiency measure.



The target is zero percent difference, indicating MoDOT is making timely use of available funds.



## PROGRAM DESCRIPTION

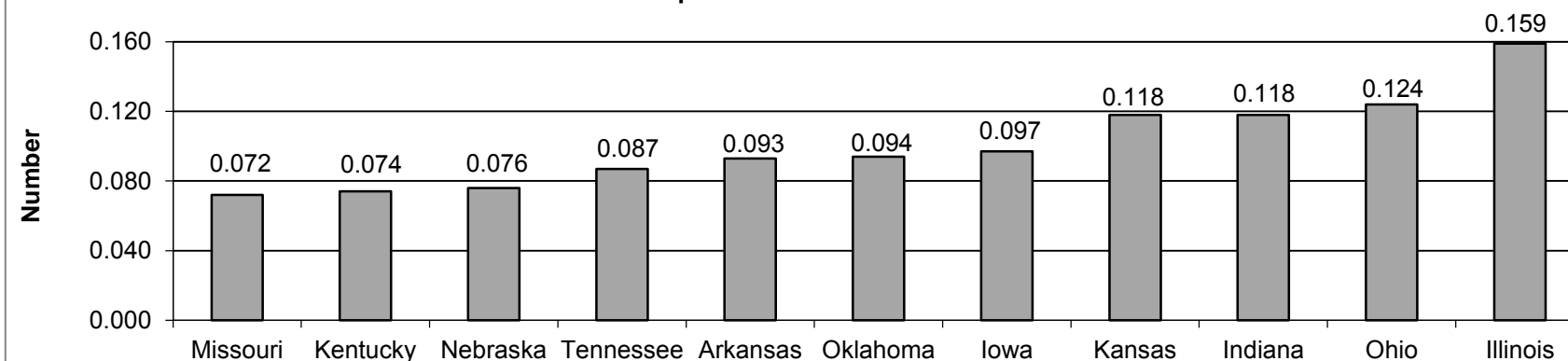
Department of Transportation

HB Section: 04.410

Program Name: Construction

Program is found in the following core budget(s): Construction

Ratio of Full-Time Equivalents to Lane Miles for Calendar Year 2015



Full-time equivalents (FTEs) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs by the number of lane miles on the state road system. Data for 2016 was not available at the time of publication.

**7c. Provide the number of clients/individuals served, if applicable.**

For fiscal year 2017, the number of licensed drivers in Missouri was 4,213,302.

## PROGRAM DESCRIPTION

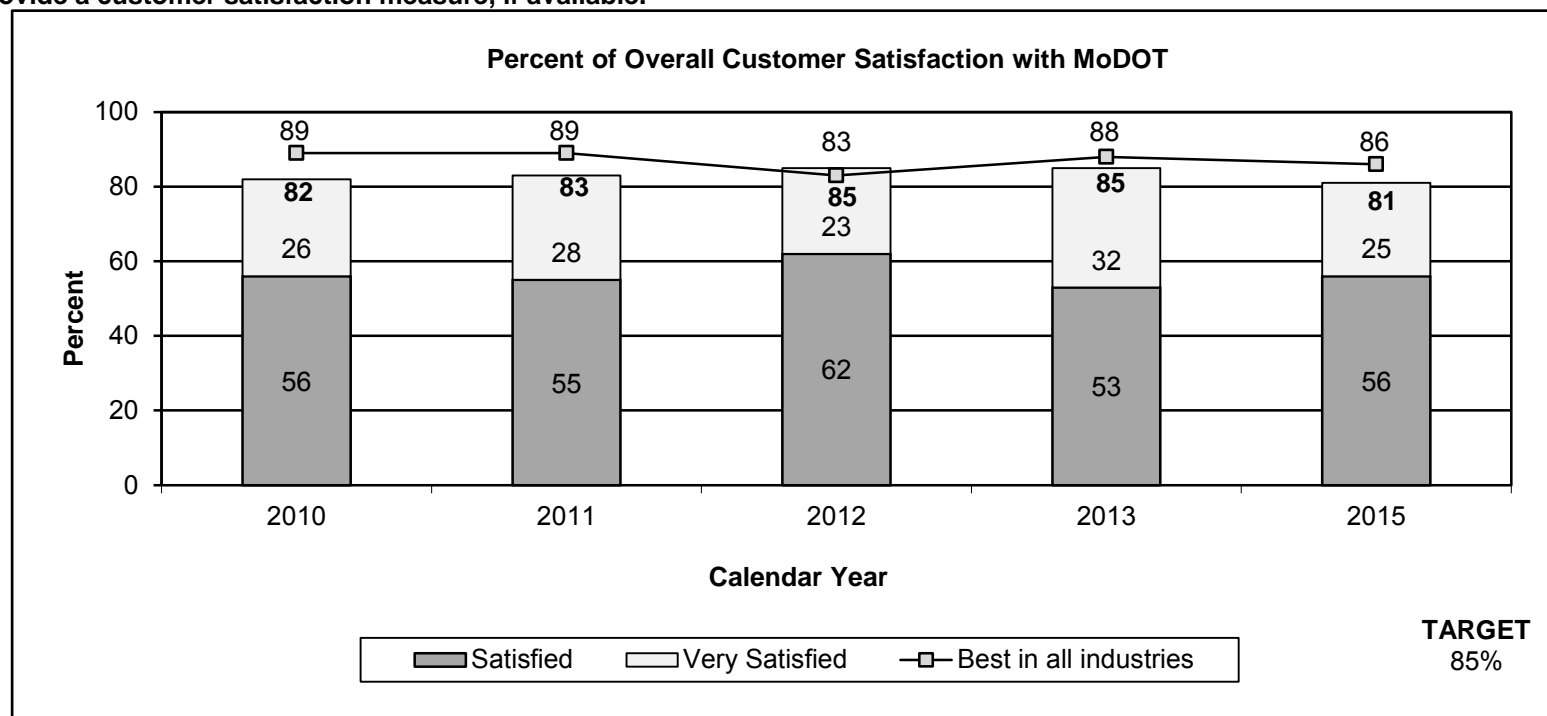
Department of Transportation

HB Section: 04.410

Program Name: Construction

Program is found in the following core budget(s): Construction

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.



## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.410Program Name: Motorist AssistanceProgram is found in the following core budget(s): Construction**1a. What strategic priority does this program address?**

Operate a reliable and convenient transportation system

**1b. What does this program do?**

The Motorist Assistance Program provides services in the St. Louis and Kansas City metropolitan areas to help keep traffic safely moving and decrease congestion. Motorist Assistance workers respond to both major and minor incidents, assisting with managing traffic and clearing the roadway of incidents. These efforts improve the safety of the responders and the driving public, as well as decrease the delays for the motorists in and around the incident scene. They also provide assistance to motorists with minor mechanical problems, perform hazardous waste and debris removal and address the issue of abandoned vehicles. By providing these services, traveler delays are minimized and emissions are reduced.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

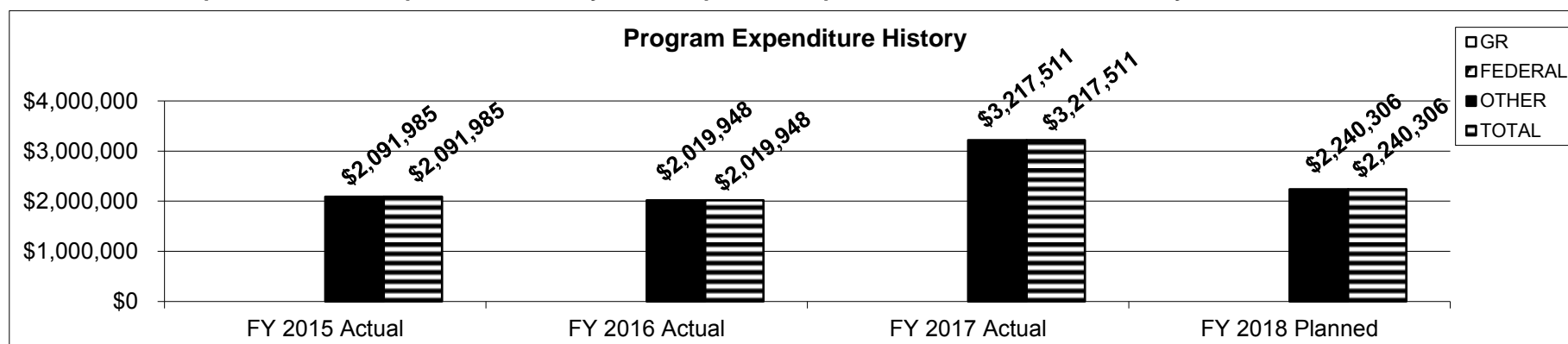
Article IV, Section 30(b), MO Constitution and 226.220, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other" funds?**

State Road Fund (0320)

## PROGRAM DESCRIPTION

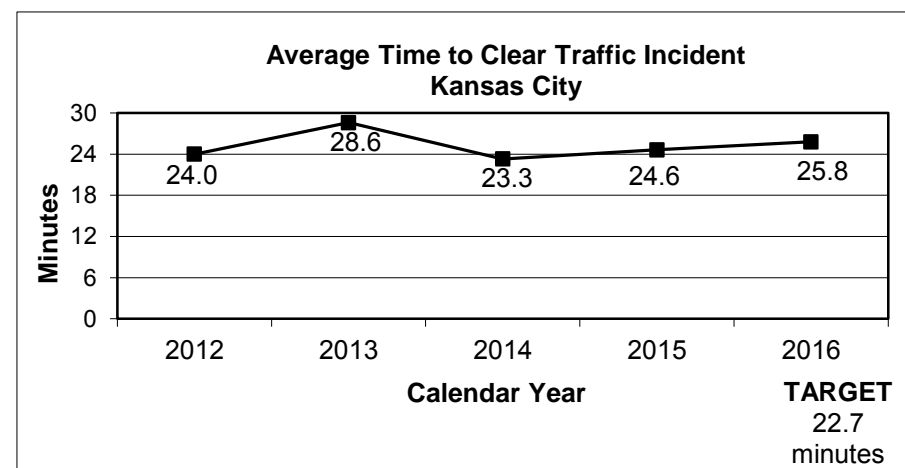
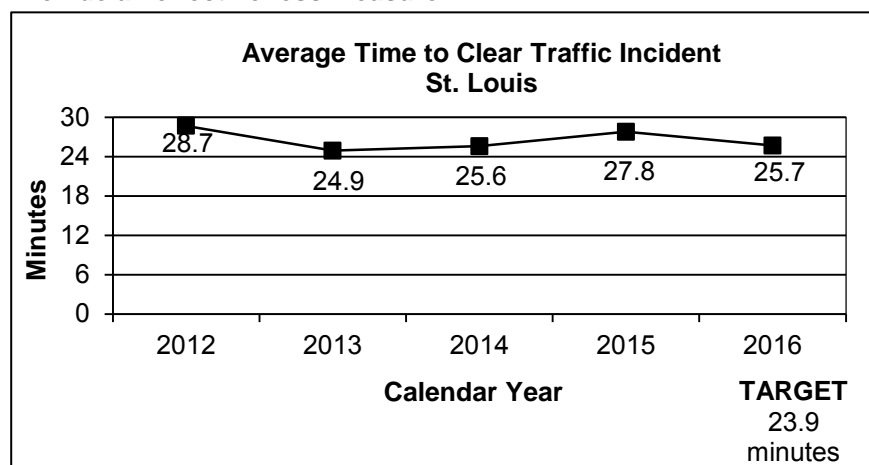
Department of Transportation

HB Section: 04.410

Program Name: Motorist Assistance

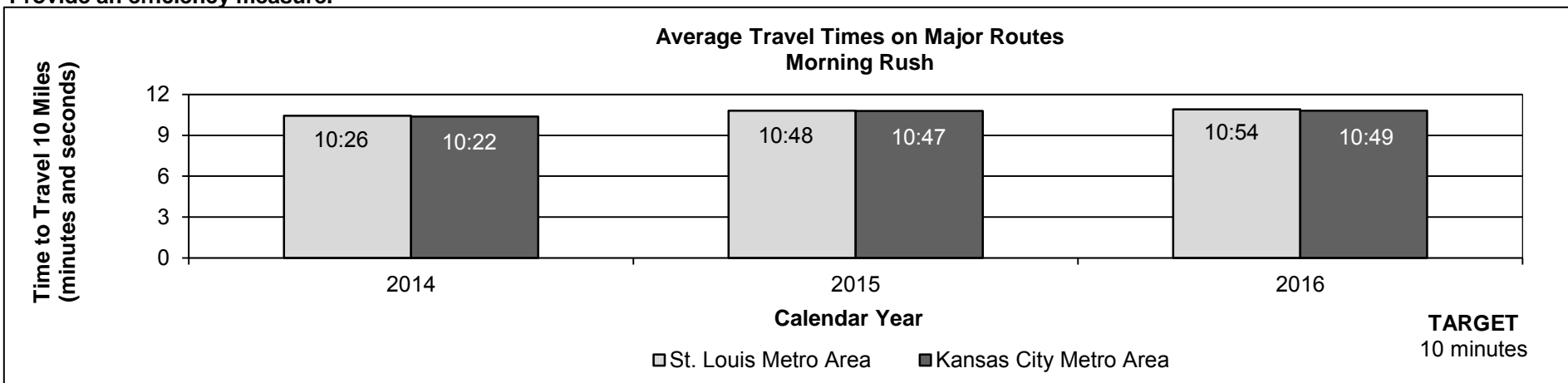
Program is found in the following core budget(s): Construction

7a. Provide an effectiveness measure.



The targets for these measures were established by projecting a 10 percent improvement over a five year average.

7b. Provide an efficiency measure.



The morning rush is considered to be between 7:00 AM and 8:00 AM. The target for this measure is established by projecting a 10 percent improvement over the previous year; however, the minimum value for the target time is 10 minutes because this is the time it takes to travel 10 miles at the posted speed limit of 60 miles per hour.

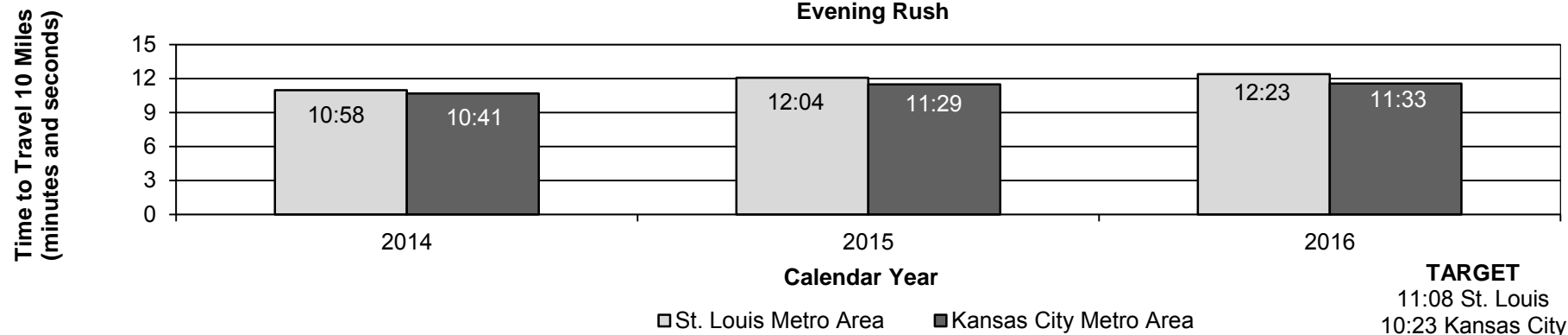
## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.410

Program Name: Motorist Assistance

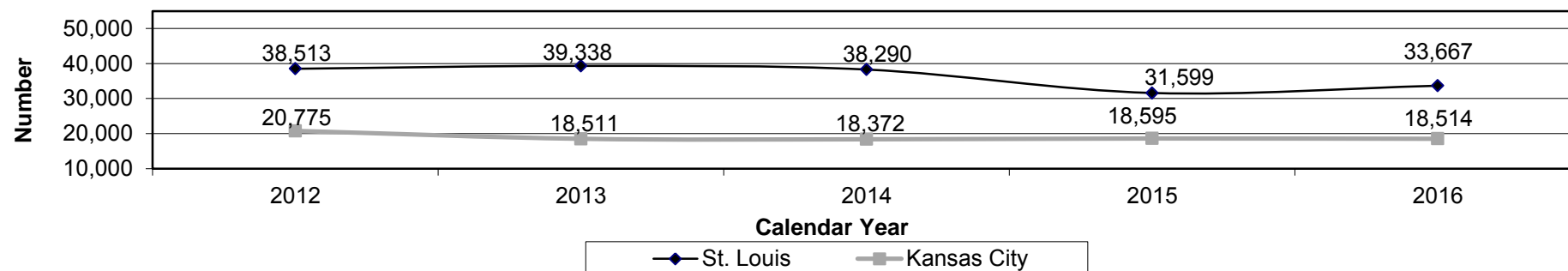
Program is found in the following core budget(s): Construction

Average Travel Times on Major Routes  
Evening Rush

The evening rush is considered to be between 5:00 PM and 6:00 PM. The target for this measure is established by projecting a 10 percent improvement over the previous year.

## 7c. Provide the number of clients/individuals served, if applicable.

Number of Customers Assisted by the Motorist Assistance Program



This measure is not a comparison between St. Louis and Kansas City, but a statistical chart indicating the number of customers assisted by the Motorist Assistance Program.

## PROGRAM DESCRIPTION

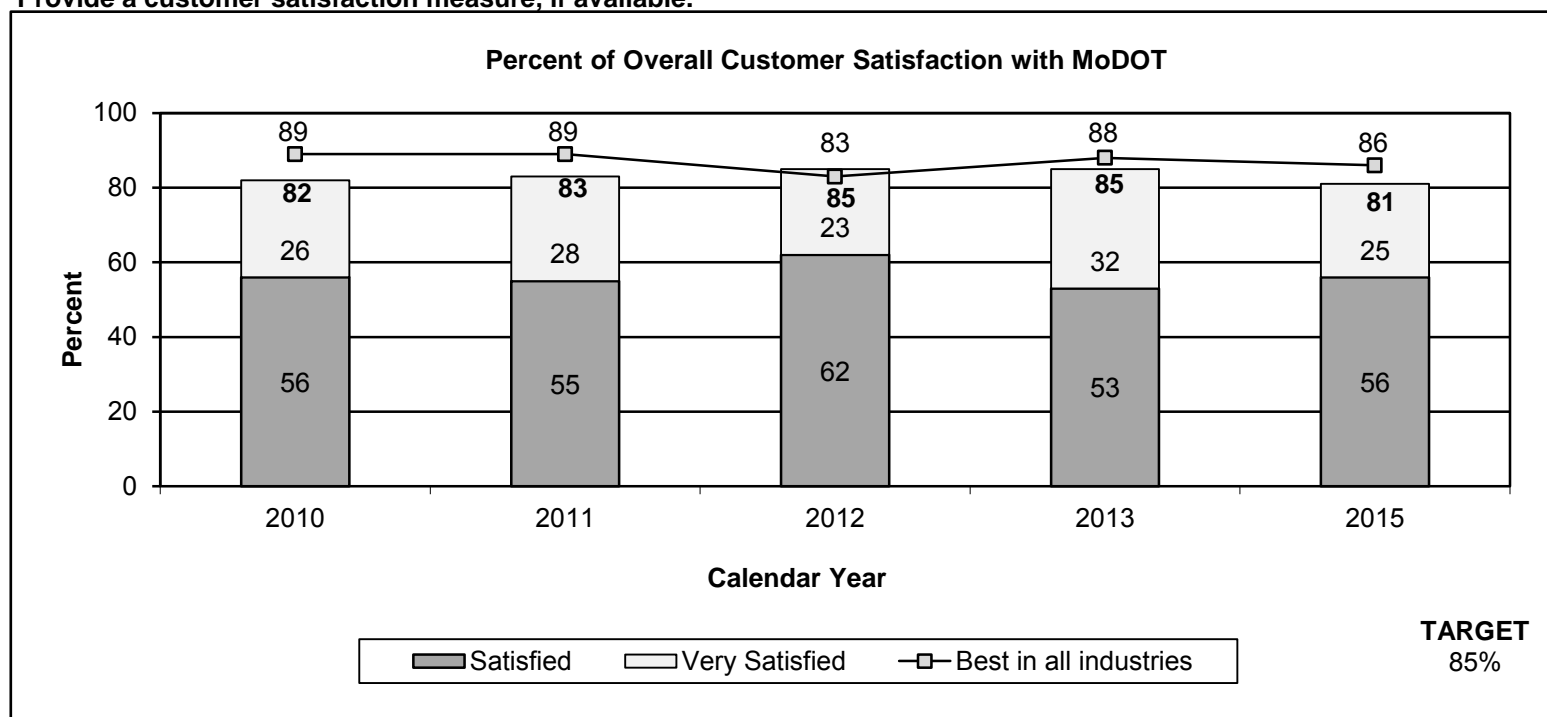
Department of Transportation

HB Section: 04.410

Program Name: Motorist Assistance

Program is found in the following core budget(s): Construction

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

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NEW DECISION ITEM

RANK: 4 OF 12

|                                 |                                  |
|---------------------------------|----------------------------------|
| Department of Transportation    | Budget Unit: <u>Construction</u> |
| Division: Construction          |                                  |
| DI Name: Construction Expansion | HB Section: <u>04.410</u>        |
| DI# 1605008                     |                                  |

**1. AMOUNT OF REQUEST**

|       | FY 2019 Budget Request |            |                      |                      | E |
|-------|------------------------|------------|----------------------|----------------------|---|
|       | GR                     | Federal    | Other                | Total                |   |
| PS    | \$0                    | \$0        | \$0                  | \$0                  |   |
| EE    | \$0                    | \$0        | \$162,833,000        | \$162,833,000        | E |
| PSD   | \$0                    | \$0        | \$0                  | \$0                  |   |
| TRF   | \$0                    | \$0        | \$0                  | \$0                  |   |
| Total | <u>\$0</u>             | <u>\$0</u> | <u>\$162,833,000</u> | <u>\$162,833,000</u> | E |

|      |      |      |      |      |
|------|------|------|------|------|
| FTE  | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0  | \$0  | \$0  | \$0  |
| HB 5 | \$0  | \$0  | \$0  | \$0  |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Road Fund (0320)

Notes: An "E" is requested for \$162,833,000 Other Funds.

|       | FY 2019 Governor's Recommendation |            |            |            | E |
|-------|-----------------------------------|------------|------------|------------|---|
|       | GR                                | Federal    | Other      | Total      |   |
| PS    | \$0                               | \$0        | \$0        | \$0        |   |
| EE    | \$0                               | \$0        | \$0        | \$0        |   |
| PSD   | \$0                               | \$0        | \$0        | \$0        |   |
| TRF   | \$0                               | \$0        | \$0        | \$0        |   |
| Total | <u>\$0</u>                        | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |   |

|      |      |      |      |      |
|------|------|------|------|------|
| FTE  | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0  | \$0  | \$0  | \$0  |
| HB 5 | \$0  | \$0  | \$0  | \$0  |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

This expansion item is requested to increase the construction program \$162,833,000. This expansion item will right size the appropriation for anticipated increases in contractor payments as construction awards increase in fiscal years 2018 and 2019.

NEW DECISION ITEM  
RANK: 4 OF 12

|  |  |  |  |   |  |                                  |  |  |  |
|--|--|--|--|---|--|----------------------------------|--|--|--|
| <b>Department of Transportation</b>    |  |  |  | <b>Budget Unit: <u>Construction</u></b> |  |                                  |  |  |  |
| <b>Division: Construction</b>          |  |  |  |   |  |                                  |  |  |  |
| <b>DI Name: Construction Expansion</b> |  |  |  | <b>DI# 1605008</b>                      |  | <b>HB Section: <u>04.410</u></b> |  |  |  |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

Contractor payments are expected to increase as contractor awards increase from \$700 million in fiscal year 2017 to \$850 million in fiscal year 2018 and \$900 million in fiscal year 2019. Contractor payments, the actual payout for construction projects, lag behind contractor awards.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

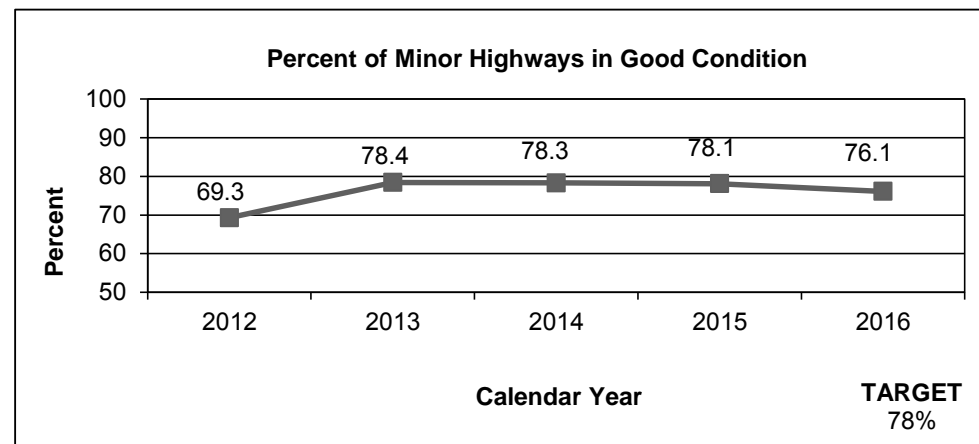
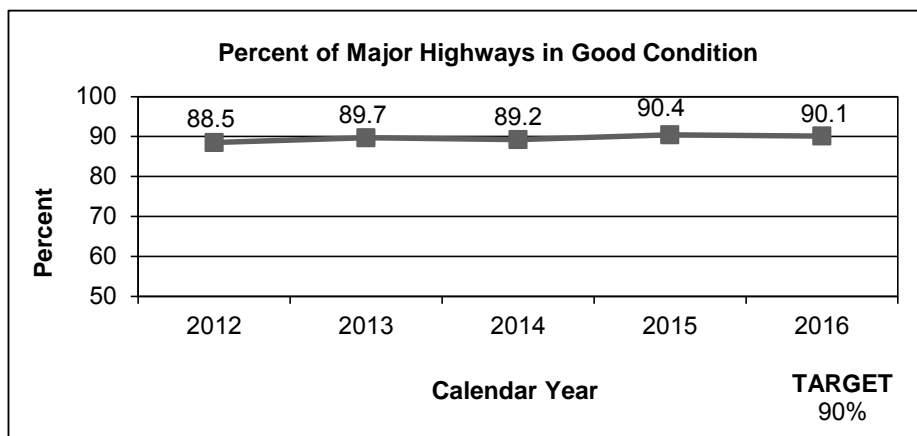
| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| <b>Total PS</b>               | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| Professional Services (400)   | \$0                       |                       | \$0                        |                        | \$12,833,000                 |                          | \$12,833,000                 |                          | \$0                             | E |
| Property & Improvements (640) | \$0                       |                       | \$0                        |                        | \$75,000,000                 |                          | \$75,000,000                 |                          | \$0                             | E |
| Program Distributions (800)   | \$0                       |                       | \$0                        |                        | \$75,000,000                 |                          | \$75,000,000                 |                          | \$0                             | E |
| <b>Total EE</b>               | <u>\$0</u>                |                       | <u>\$0</u>                 |                        | <u>\$162,833,000</u>         |                          | <u>\$162,833,000</u>         |                          | <u>\$0</u>                      | E |
| <b>Total PSD</b>              | <u>\$0</u>                |                       | <u>\$0</u>                 |                        | <u>\$0</u>                   |                          | <u>\$0</u>                   |                          | <u>\$0</u>                      |   |
| <b>Total TRF</b>              | <u>\$0</u>                |                       | <u>\$0</u>                 |                        | <u>\$0</u>                   |                          | <u>\$0</u>                   |                          | <u>\$0</u>                      |   |
| <b>Grand Total</b>            | <u>\$0</u>                | <u>0.0</u>            | <u>\$0</u>                 | <u>0.0</u>             | <u>\$162,833,000</u>         | <u>0.0</u>               | <u>\$162,833,000</u>         | <u>0.0</u>               | <u>\$0</u>                      | E |

**NEW DECISION ITEM**  
**RANK: 4 OF 12**

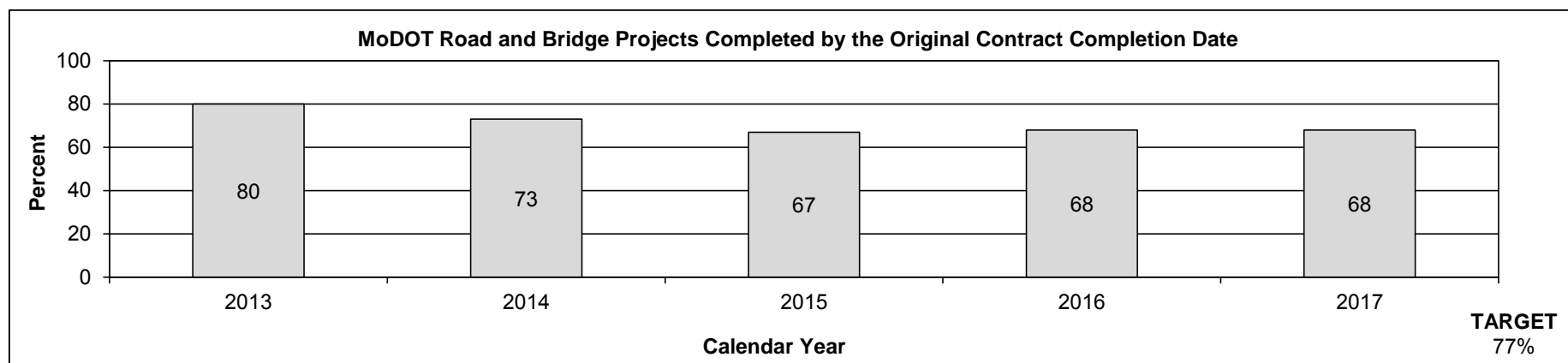
|  |                                  |
|--|----------------------------------|
| <b>Department of Transportation</b>    | <b>Budget Unit: Construction</b> |
| <b>Division: Construction</b>          |                                  |
| <b>DI Name: Construction Expansion</b> | <b>HB Section: 04.410</b>        |
| <b>DI# 1605008</b>                     |                                  |

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

**6a. Provide an effectiveness measure.**



The targets for these measures are based on the statewide asset management plan and represent MoDOT's goal of maintaining current conditions.



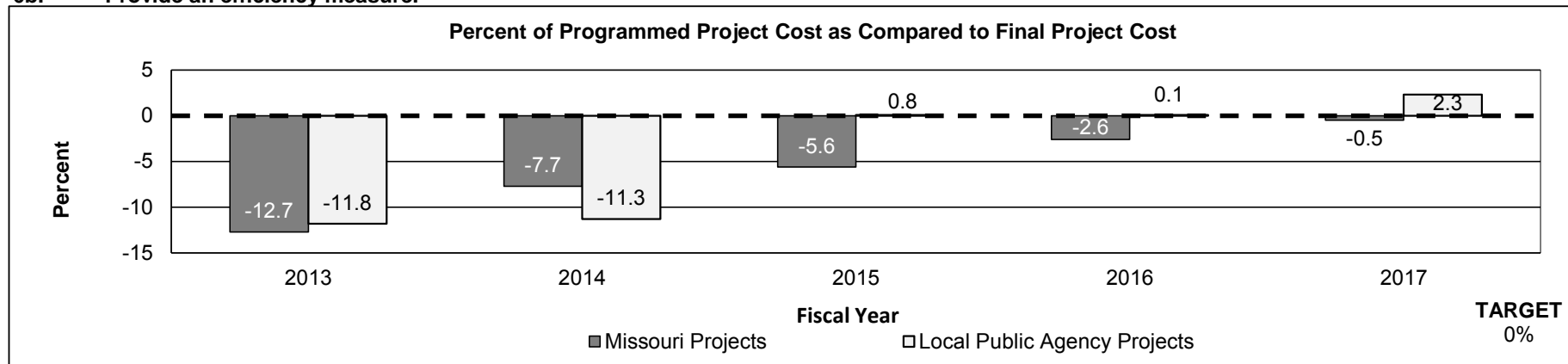
The target for this measure is established by projecting a 10 percent improvement over a four year average.



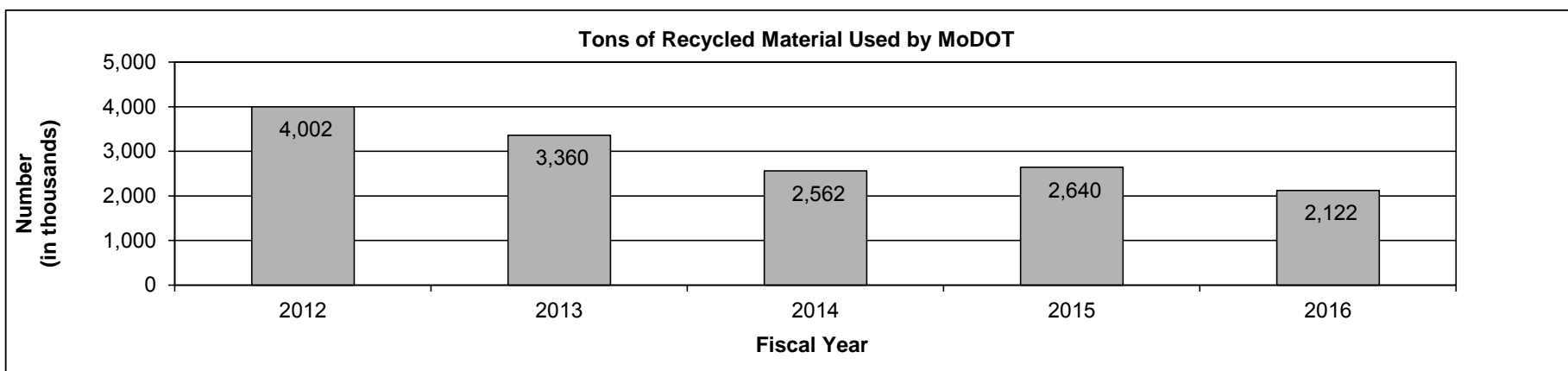
NEW DECISION ITEM  
RANK: 4 OF 12

|  |                                  |
|--|----------------------------------|
| <b>Department of Transportation</b>    | <b>Budget Unit: Construction</b> |
| <b>Division: Construction</b>          |                                  |
| <b>DI Name: Construction Expansion</b> | <b>HB Section: 04.410</b>        |
| <b>DI# 1605008</b>                     |                                  |

**6b. Provide an efficiency measure.**



The target is zero percent difference, indicating MoDOT is making timely use of available funds.

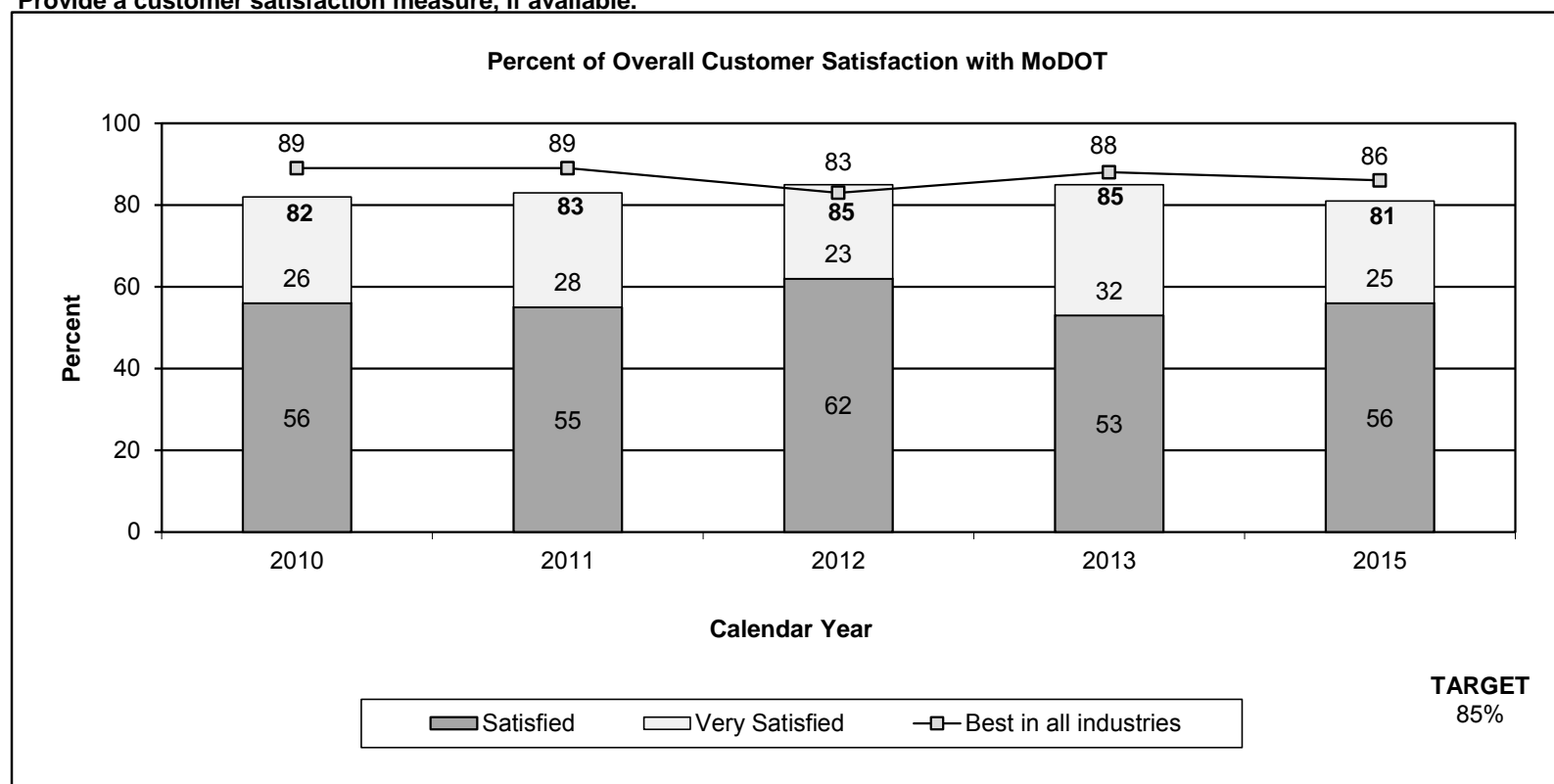


NEW DECISION ITEM  
RANK: 4 OF 12

|  |                                  |
|--|----------------------------------|
| Department of Transportation           | Budget Unit: <u>Construction</u> |
| Division: <u>Construction</u>          |                                  |
| DI Name: <u>Construction Expansion</u> | HB Section: <u>04.410</u>        |
| DI# <u>1605008</u>                     |                                  |

- 6c. Provide the number of clients/individuals served, if applicable.  
For fiscal year 2017, the number of licensed drivers in Missouri was 4,213,302.

- 6d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

NEW DECISION ITEM  
RANK: 4 OF 12

|  |                                  |
|--|----------------------------------|
| Department of Transportation           | Budget Unit: <u>Construction</u> |
| Division: <u>Construction</u>          |                                  |
| DI Name: <u>Construction Expansion</u> | DI# <u>1605008</u>               |
|  | HB Section: <u>04.410</u>        |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**  
Invest in Missouri's transportation infrastructure as provided in the 2018-2022 Statewide Transportation Improvement Program to improve or maintain the condition of Missouri's roads and bridges and honor commitments to the public, contractors and other vendors.

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019              | FY 2019     | *****      | *****       |
|--------------------------------|------------|-------------|------------|-------------|----------------------|-------------|------------|-------------|
| Decision Item                  | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ             | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class            | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR               | FTE         | COLUMN     | COLUMN      |
| <b>CONSTRUCTION</b>            |            |             |            |             |                      |             |            |             |
| Construction Program - 1605008 |            |             |            |             |                      |             |            |             |
| PROFESSIONAL SERVICES          | 0          | 0.00        | 0          | 0.00        | 12,833,000           | 0.00        | 0          | 0.00        |
| PROPERTY & IMPROVEMENTS        | 0          | 0.00        | 0          | 0.00        | 75,000,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>              | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>87,833,000</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS          | 0          | 0.00        | 0          | 0.00        | 75,000,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>              | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>75,000,000</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>             | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$162,833,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>         | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>           | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>           | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>           | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>             | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$162,833,000</b> | <b>0.00</b> |            | <b>0.00</b> |

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## NEW DECISION ITEM

RANK: 5 OF 12

|  |                                  |
|--|----------------------------------|
| Department of Transportation                                       | Budget Unit: <u>Construction</u> |
| Division: <u>Construction</u>                                      |                                  |
| DI Name: <u>Debt Service on Bonds Expansion</u> DI# <u>1605009</u> | HB Section: <u>04.410</u>        |

## 1. AMOUNT OF REQUEST

| FY 2019 Budget Request |     |         |              |                |
|------------------------|-----|---------|--------------|----------------|
|                        | GR  | Federal | Other        | Total E        |
| PS                     | \$0 | \$0     | \$0          | \$0            |
| EE                     | \$0 | \$0     | \$0          | \$0            |
| PSD                    | \$0 | \$0     | \$94,469,000 | \$94,469,000 E |
| TRF                    | \$0 | \$0     | \$0          | \$0            |
| Total                  | \$0 | \$0     | \$94,469,000 | \$94,469,000 E |

|      |      |      |      |      |
|------|------|------|------|------|
| FTE  | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0  | \$0  | \$0  | \$0  |
| HB 5 | \$0  | \$0  | \$0  | \$0  |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: State Road Fund (0320) and State Road Bond Fund (0319)

Notes: An "E" is requested for \$94,469,000 Other Funds.

| FY 2019 Governor's Recommendation |     |         |       |         |
|-----------------------------------|-----|---------|-------|---------|
|                                   | GR  | Federal | Other | Total E |
| PS                                | \$0 | \$0     | \$0   | \$0     |
| EE                                | \$0 | \$0     | \$0   | \$0     |
| PSD                               | \$0 | \$0     | \$0   | \$0     |
| TRF                               | \$0 | \$0     | \$0   | \$0     |
| Total                             | \$0 | \$0     | \$0   | \$0     |

|      |      |      |      |      |
|------|------|------|------|------|
| FTE  | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0  | \$0  | \$0  | \$0  |
| HB 5 | \$0  | \$0  | \$0  | \$0  |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

## 2. THIS REQUEST CAN BE CATEGORIZED AS:

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

## 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

## Article IV, Section 30(b) MO Constitution

The expansion is requested to allow the flexibility to call Grant Anticipation Revenue Vehicle (GARVEE) Series 2008A and 2009A bonds in fiscal year 2019. The decision to call the bonds will be made closer to the call date.

## NEW DECISION ITEM

RANK: 5 OF 12

|   |  |                    |  |                                  |  |  |  |
|---|--|--------------------|--|----------------------------------|--|--|--|
| <b>Department of Transportation</b>             |  |                    |  | <b>Budget Unit: Construction</b> |  |  |  |
| <b>Division: Construction</b>                   |  |                    |  |                                  |  |  |  |
| <b>DI Name: Debt Service on Bonds Expansion</b> |  | <b>DI# 1605009</b> |  | <b>HB Section: 04.410</b>        |  |  |  |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

The requested increase includes \$111.3 million for callable GARVEE bonds in fiscal year 2019. This increase is partially offset by a decrease in scheduled debt service payments due to bonds that were called in fiscal year 2017. The expansion would increase debt service appropriations in the State Road Bond Fund and State Road Fund by \$21.3 million and \$73.2 million, respectively.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

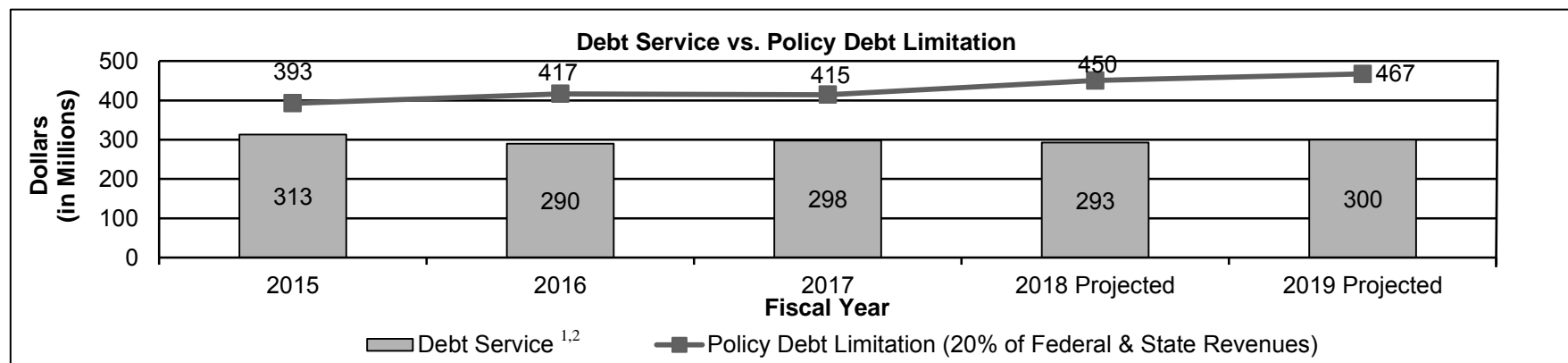
| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| <b>Total PS</b>               | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| <b>Total EE</b>               | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Debt Service (660)            | \$0                       |                       | \$0                        |                        | \$94,469,000                 |                          | \$94,469,000                 |                          | \$0                             | E |
| <b>Total PSD</b>              | \$0                       |                       | \$0                        |                        | \$94,469,000                 |                          | \$94,469,000                 |                          | \$0                             | E |
| <b>Total TRF</b>              | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| <b>Grand Total</b>            | \$0                       | 0.0                   | \$0                        | 0.0                    | \$94,469,000                 | 0.0                      | \$94,469,000                 | 0.0                      | \$0                             | E |

**NEW DECISION ITEM**  
**RANK: 5 OF 12**

|   |                                  |
|---|----------------------------------|
| <b>Department of Transportation</b>             | <b>Budget Unit: Construction</b> |
| <b>Division: Construction</b>                   |                                  |
| <b>DI Name: Debt Service on Bonds Expansion</b> | <b>DI# 1605009</b>               |
|   | <b>HB Section: 04.410</b>        |

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

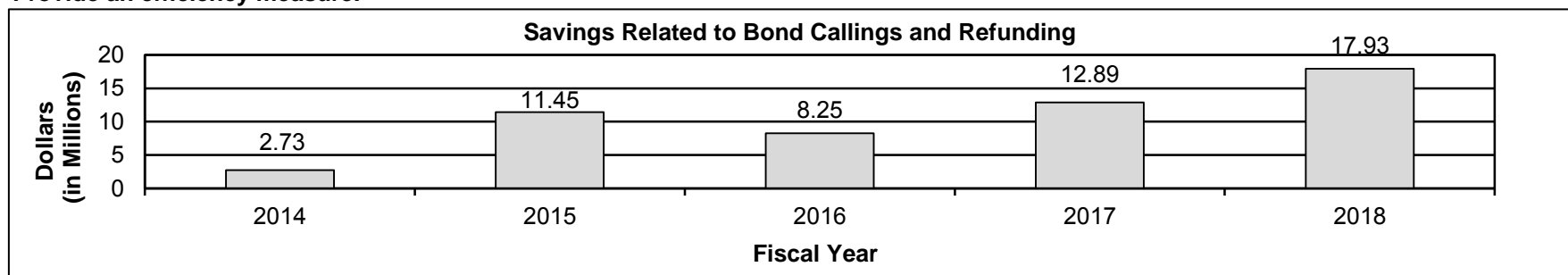
**6a. Provide an effectiveness measure.**



<sup>1</sup> Debt Service includes debt service on bonds; lease payments on vehicles, equipment and office buildings; and repayment to local entities for accelerated program payments.

<sup>2</sup> These amounts do not include \$90,860,000 of the Series 2006 Senior Lien Refunding State Road Bonds as well as \$26,965,000 of the Series 2007 Second Lien State Road Bonds, which were called during fiscal year 2017.

**6b. Provide an efficiency measure.**



Savings related to bond callings and refundings are shown in the fiscal year they are realized.



## NEW DECISION ITEM

RANK: 5 OF 12

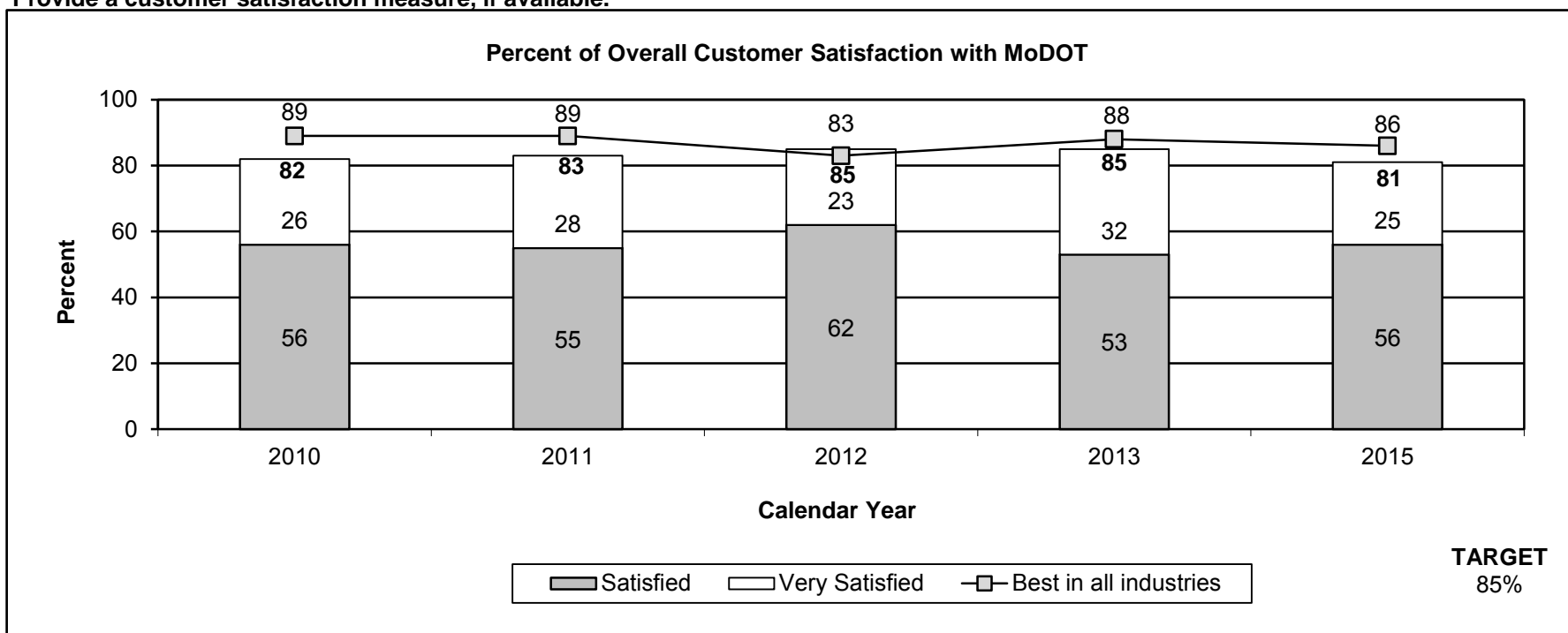
Department of Transportation

Budget Unit: ConstructionDivision: ConstructionDI Name: Debt Service on Bonds Expansion DI# 1605009HB Section: 04.410

## 6c. Provide the number of clients/individuals served, if applicable.

The United States Census Bureau estimates that the population of Missouri as of July 1, 2016 is 6,093,000.

## 6d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

## NEW DECISION ITEM

RANK: 5 OF 12**Department of Transportation****Budget Unit: Construction****Division: Construction****DI Name: Debt Service on Bonds Expansion DI# 1605009****HB Section: 04.410****7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Honor our commitments by repaying bondholders in a timely manner.

Provide the best value for every dollar spent by achieving significant savings through responsible debt management.

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019      | FY 2019  | *****   | *****   |
|---------------------------------|---------|---------|---------|---------|--------------|----------|---------|---------|
| Decision Item                   | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ     | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR       | FTE      | COLUMN  | COLUMN  |
| <b>CONSTRUCTION</b>             |         |         |         |         |              |          |         |         |
| Debt Service on Bonds - 1605009 |         |         |         |         |              |          |         |         |
| DEBT SERVICE                    | 0       | 0.00    | 0       | 0.00    | 94,469,000   | 0.00     | 0       | 0.00    |
| TOTAL - PD                      | 0       | 0.00    | 0       | 0.00    | 94,469,000   | 0.00     | 0       | 0.00    |
| GRAND TOTAL                     | \$0     | 0.00    | \$0     | 0.00    | \$94,469,000 | 0.00     | \$0     | 0.00    |
| GENERAL REVENUE                 | \$0     | 0.00    | \$0     | 0.00    | \$0          | 0.00     |         | 0.00    |
| FEDERAL FUNDS                   | \$0     | 0.00    | \$0     | 0.00    | \$0          | 0.00     |         | 0.00    |
| OTHER FUNDS                     | \$0     | 0.00    | \$0     | 0.00    | \$94,469,000 | 0.00     |         | 0.00    |



**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>           |                      |                |                      |                |                      |                 |                |                |
|------------------------------|----------------------|----------------|----------------------|----------------|----------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>         | <b>FY 2017</b>       | <b>FY 2017</b> | <b>FY 2018</b>       | <b>FY 2018</b> | <b>FY 2019</b>       | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b> | <b>ACTUAL</b>        | <b>ACTUAL</b>  | <b>BUDGET</b>        | <b>BUDGET</b>  | <b>DEPT REQ</b>      | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                  | <b>DOLLAR</b>        | <b>FTE</b>     | <b>DOLLAR</b>        | <b>FTE</b>     | <b>DOLLAR</b>        | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>ROAD FUND TRANSFER</b>    |                      |                |                      |                |                      |                 |                |                |
| <b>CORE</b>                  |                      |                |                      |                |                      |                 |                |                |
| FUND TRANSFERS               |                      |                |                      |                |                      |                 |                |                |
| STATE HWYS AND TRANS DEPT    | 459,141,076          | 0.00           | 510,000,000          | 0.00           | 510,000,000          | 0.00            | 0              | 0.00           |
| TOTAL - TRF                  | 459,141,076          | 0.00           | 510,000,000          | 0.00           | 510,000,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                 | <b>459,141,076</b>   | <b>0.00</b>    | <b>510,000,000</b>   | <b>0.00</b>    | <b>510,000,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>           | <b>\$459,141,076</b> | <b>0.00</b>    | <b>\$510,000,000</b> | <b>0.00</b>    | <b>\$510,000,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

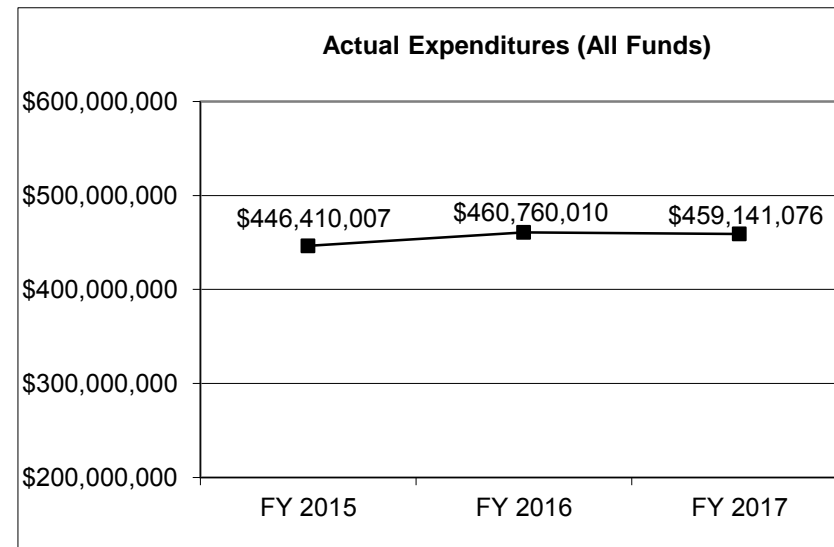
|  |             |                |                      |                      |  |              |             |                |              |              |          |
|--|-------------|----------------|----------------------|----------------------|--|--------------|-------------|----------------|--------------|--------------|----------|
| <b>Department of Transportation</b><br><b>Division: Construction</b><br><b>Core: State Road Fund Transfer</b>  |             |                |                      |                      | <b>Budget Unit: Construction</b><br><b>HB Section: 04.430</b>  |              |             |                |              |              |          |
| <b>1. CORE FINANCIAL SUMMARY</b>   |             |                |                      |                      |  |              |             |                |              |              |          |
| <b>FY 2019 Budget Request</b>  |             |                |                      |                      | <b>FY 2019 Governor's Recommendation</b>   |              |             |                |              |              |          |
|  | <b>GR</b>   | <b>Federal</b> | <b>Other</b>         | <b>Total</b>         | <b>E</b>   |              | <b>GR</b>   | <b>Federal</b> | <b>Other</b> | <b>Total</b> | <b>E</b> |
| <b>PS</b>  | \$0         | \$0            | \$0                  | \$0                  |  | <b>PS</b>    | \$0         | \$0            | \$0          | \$0          |          |
| <b>EE</b>  | \$0         | \$0            | \$0                  | \$0                  |  | <b>EE</b>    | \$0         | \$0            | \$0          | \$0          |          |
| <b>PSD</b>   | \$0         | \$0            | \$0                  | \$0                  |  | <b>PSD</b>   | \$0         | \$0            | \$0          | \$0          |          |
| <b>TRF</b>   | \$0         | \$0            | \$510,000,000        | \$510,000,000        | E  | <b>TRF</b>   | \$0         | \$0            | \$0          | \$0          |          |
| <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>     | <b>\$510,000,000</b> | <b>\$510,000,000</b> | E  | <b>Total</b> | <b>\$0</b>  | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   |          |
| <b>FTE</b>   | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>          | <b>0.00</b>          |  | <b>FTE</b>   | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>  | <b>0.00</b>  |          |
| <b>HB 4</b>  | \$0         | \$0            | \$0                  | \$0                  |  | <b>HB 4</b>  | \$0         | \$0            | \$0          | \$0          |          |
| <b>HB 5</b>  | \$0         | \$0            | \$0                  | \$0                  |  | <b>HB 5</b>  | \$0         | \$0            | \$0          | \$0          |          |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>   |             |                |                      |                      | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |              |             |                |              |              |          |
| Other Funds: State Highways & Transportation Department Fund (0644)<br>Notes:  |             |                |                      |                      | Other Funds:<br>Notes:   |              |             |                |              |              |          |
| <b>2. CORE DESCRIPTION</b>   |             |                |                      |                      |  |              |             |                |              |              |          |
| MoDOT requests funds be transferred monthly from the State Highways & Transportation Department Fund (0644) to the State Road Fund (0320) pursuant to Section 226.200.6, RSMo. The State Highways & Transportation Department Fund (0644) maintains a minimum balance of \$15 million. |             |                |                      |                      |  |              |             |                |              |              |          |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>  |             |                |                      |                      |  |              |             |                |              |              |          |
| This section is not applicable.  |             |                |                      |                      |  |              |             |                |              |              |          |

## CORE DECISION ITEM

|  |   |
|--|---|
| <b>Department of Transportation</b>          | <b>Budget Unit: <u>Construction</u></b> |
| <b>Division: <u>Construction</u></b>         |   |
| <b>Core: <u>State Road Fund Transfer</u></b> | <b>HB Section: <u>04.430</u></b>        |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$528,000,000             | \$528,000,000             | \$480,000,000             | \$510,000,000                  |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)     | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$528,000,000             | \$528,000,000             | \$480,000,000             | N/A                            |
| Actual Expenditures (All Funds) | \$446,410,007             | \$460,760,010             | \$459,141,076             | N/A                            |
| Unexpended (All Funds)          | \$81,589,993              | \$67,239,990              | \$20,858,924              | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$81,589,993              | \$67,239,990              | \$20,858,924              | N/A                            |



Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

**NOTES:**

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                    |      |       |                     |                   |                    |             |                    |
|---|--------|--------------------|------|-------|---------------------|-------------------|--------------------|-------------|--------------------|
|   |        |                    |      |       |                     | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME        | FUND | FUND  | FY 18 APPROP<br>AMT | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.430  | T479   | ROAD FUND TRANSFER | 0644 | OTHER | \$510,000,000       |                   | E                  |             |                    |



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**CORE RECONCILIATION DETAIL**


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STATE

ROAD FUND TRANSFER

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other              | Total              | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|--------------------|--------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |                    |                    |             |
|                                    | TRF             | 0.00        | 0        | 0        | 510,000,000        | 510,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>510,000,000</b> | <b>510,000,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |                    |                    |             |
|                                    | TRF             | 0.00        | 0        | 0        | 510,000,000        | 510,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>510,000,000</b> | <b>510,000,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |                    |                    |             |
|                                    | TRF             | 0.00        | 0        | 0        | 510,000,000        | 510,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>510,000,000</b> | <b>510,000,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit               | FY 2017              | FY 2017     | FY 2018              | FY 2018     | FY 2019              | FY 2019     | *****      | *****       |
|---------------------------|----------------------|-------------|----------------------|-------------|----------------------|-------------|------------|-------------|
| Decision Item             | ACTUAL               | ACTUAL      | BUDGET               | BUDGET      | DEPT REQ             | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class       | DOLLAR               | FTE         | DOLLAR               | FTE         | DOLLAR               | FTE         | COLUMN     | COLUMN      |
| <b>ROAD FUND TRANSFER</b> |                      |             |                      |             |                      |             |            |             |
| <b>CORE</b>               |                      |             |                      |             |                      |             |            |             |
| TRANSFERS OUT             | 459,141,076          | 0.00        | 510,000,000          | 0.00        | 510,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - TRF</b>        | <b>459,141,076</b>   | <b>0.00</b> | <b>510,000,000</b>   | <b>0.00</b> | <b>510,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>        | <b>\$459,141,076</b> | <b>0.00</b> | <b>\$510,000,000</b> | <b>0.00</b> | <b>\$510,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE           | \$0                  | 0.00        | \$0                  | 0.00        | \$0                  | 0.00        |            | 0.00        |
| FEDERAL FUNDS             | \$0                  | 0.00        | \$0                  | 0.00        | \$0                  | 0.00        |            | 0.00        |
| OTHER FUNDS               | \$459,141,076        | 0.00        | \$510,000,000        | 0.00        | \$510,000,000        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.430

Program Name: State Road Fund Transfer

Program is found in the following core budget(s): Construction

## 1a. What strategic priority does this program address?

Use resources wisely

## 1b. What does this program do?

Constitutionally, MoDOT spends the majority of its funds from the State Road Fund. Because the largest portion of state user fees are deposited into the State Highways & Transportation Department Fund, MoDOT has established a process in conjunction with the Office of Administration, State Treasurer's Office and State Auditor's Office to transfer funds from the State Highways & Transportation Department Fund to the State Road Fund.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(b), MO Constitution and Section 226.200.6, RSMo.

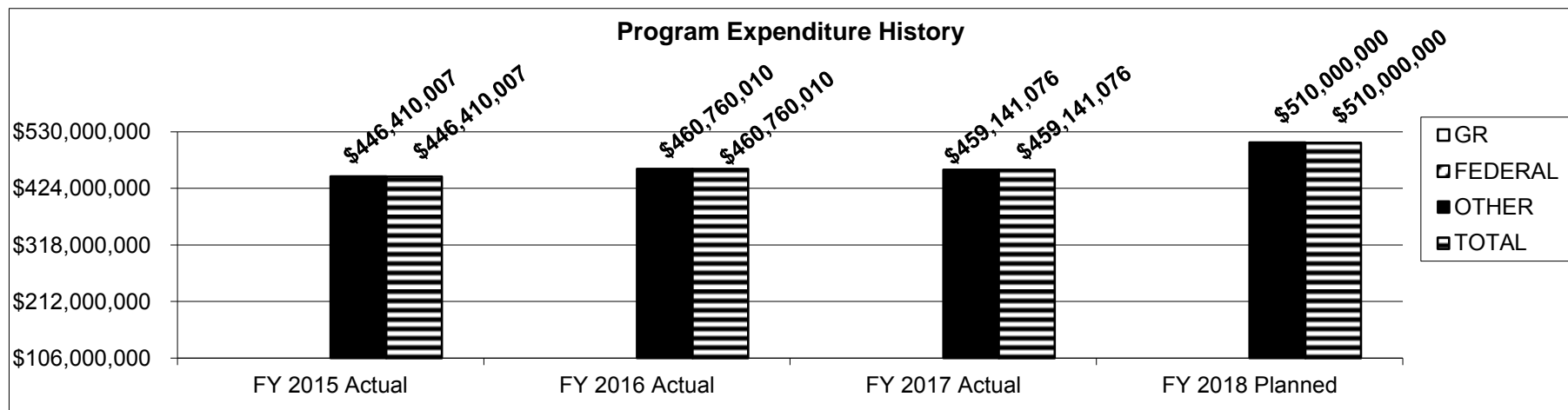
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other" funds?

State Highways & Transportation Department Fund (0644)

## PROGRAM DESCRIPTION

**Department of Transportation****HB Section: 04.430****Program Name: State Road Fund Transfer****Program is found in the following core budget(s): Construction****7a. Provide an effectiveness measure.**

This appropriation is needed solely for accounting purposes.

**7b. Provide an efficiency measure.**

This appropriation is needed solely for accounting purposes.

**7c. Provide the number of clients/individuals served, if applicable.**

This appropriation is needed solely for accounting purposes.

**7d. Provide a customer satisfaction measure, if available.**

This appropriation is needed solely for accounting purposes.



**DECISION ITEM SUMMARY**

| Budget Unit                     |                      |                 |                      |                 |                      |                 |            |             |
|---------------------------------|----------------------|-----------------|----------------------|-----------------|----------------------|-----------------|------------|-------------|
| Decision Item                   | FY 2017              | FY 2017         | FY 2018              | FY 2018         | FY 2019              | FY 2019         | *****      | *****       |
| Budget Object Summary           | ACTUAL               | ACTUAL          | BUDGET               | BUDGET          | DEPT REQ             | DEPT REQ        | SECURED    | SECURED     |
| Fund                            | DOLLAR               | FTE             | DOLLAR               | FTE             | DOLLAR               | FTE             | COLUMN     | COLUMN      |
| <b>MAINTENANCE</b>              |                      |                 |                      |                 |                      |                 |            |             |
| <b>CORE</b>                     |                      |                 |                      |                 |                      |                 |            |             |
| PERSONAL SERVICES               |                      |                 |                      |                 |                      |                 |            |             |
| DEPT OF TRANSPORT HWY SAFETY    | 256,940              | 5.54            | 319,202              | 8.30            | 319,202              | 8.30            | 0          | 0.00        |
| STATE ROAD                      | 134,995,756          | 3,569.16        | 143,048,845          | 3,535.63        | 143,048,845          | 3,535.63        | 0          | 0.00        |
| TOTAL - PS                      | 135,252,696          | 3,574.70        | 143,368,047          | 3,543.93        | 143,368,047          | 3,543.93        | 0          | 0.00        |
| EXPENSE & EQUIPMENT             |                      |                 |                      |                 |                      |                 |            |             |
| DEPT OF TRANSPORT HWY SAFETY    | 54,394               | 0.00            | 54,393               | 0.00            | 54,393               | 0.00            | 0          | 0.00        |
| MOTORCYCLE SAFETY TRUST         | 9,880                | 0.00            | 0                    | 0.00            | 0                    | 0.00            | 0          | 0.00        |
| STATE ROAD                      | 191,751,882          | 0.00            | 222,738,895          | 0.00            | 222,738,895          | 0.00            | 0          | 0.00        |
| TOTAL - EE                      | 191,816,156          | 0.00            | 222,793,288          | 0.00            | 222,793,288          | 0.00            | 0          | 0.00        |
| PROGRAM-SPECIFIC                |                      |                 |                      |                 |                      |                 |            |             |
| MOTORCYCLE SAFETY TRUST         | 280,977              | 0.00            | 425,000              | 0.00            | 425,000              | 0.00            | 0          | 0.00        |
| STATE ROAD                      | 2,355,591            | 0.00            | 1,167,389            | 0.00            | 1,167,389            | 0.00            | 0          | 0.00        |
| TOTAL - PD                      | 2,636,568            | 0.00            | 1,592,389            | 0.00            | 1,592,389            | 0.00            | 0          | 0.00        |
| <b>TOTAL</b>                    | <b>329,705,420</b>   | <b>3,574.70</b> | <b>367,753,724</b>   | <b>3,543.93</b> | <b>367,753,724</b>   | <b>3,543.93</b> | <b>0</b>   | <b>0.00</b> |
| <b>MODOT Pay Plan - 1605005</b> |                      |                 |                      |                 |                      |                 |            |             |
| PERSONAL SERVICES               |                      |                 |                      |                 |                      |                 |            |             |
| DEPT OF TRANSPORT HWY SAFETY    | 0                    | 0.00            | 0                    | 0.00            | 11,919               | 0.00            | 0          | 0.00        |
| STATE ROAD                      | 0                    | 0.00            | 0                    | 0.00            | 5,402,942            | 0.00            | 0          | 0.00        |
| TOTAL - PS                      | 0                    | 0.00            | 0                    | 0.00            | 5,414,861            | 0.00            | 0          | 0.00        |
| <b>TOTAL</b>                    | <b>0</b>             | <b>0.00</b>     | <b>0</b>             | <b>0.00</b>     | <b>5,414,861</b>     | <b>0.00</b>     | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>              | <b>\$329,705,420</b> | <b>3,574.70</b> | <b>\$367,753,724</b> | <b>3,543.93</b> | <b>\$373,168,585</b> | <b>3,543.93</b> | <b>\$0</b> | <b>0.00</b> |

**DECISION ITEM SUMMARY**

| Budget Unit                  |                     |             |                     |             |                     |             |            |             |
|------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary        | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                         | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>HIGHWAY SAFETY GRANTS</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                  |                     |             |                     |             |                     |             |            |             |
| EXPENSE & EQUIPMENT          |                     |             |                     |             |                     |             |            |             |
| DEPT OF TRANSPORT HWY SAFETY | 2,463,963           | 0.00        | 1,013,077           | 0.00        | 1,013,077           | 0.00        | 0          | 0.00        |
| TOTAL - EE                   | 2,463,963           | 0.00        | 1,013,077           | 0.00        | 1,013,077           | 0.00        | 0          | 0.00        |
| PROGRAM-SPECIFIC             |                     |             |                     |             |                     |             |            |             |
| DEPT OF TRANSPORT HWY SAFETY | 13,800,574          | 0.00        | 18,986,923          | 0.00        | 17,986,923          | 0.00        | 0          | 0.00        |
| TOTAL - PD                   | 13,800,574          | 0.00        | 18,986,923          | 0.00        | 17,986,923          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                 | <b>16,264,537</b>   | <b>0.00</b> | <b>20,000,000</b>   | <b>0.00</b> | <b>19,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>           | <b>\$16,264,537</b> | <b>0.00</b> | <b>\$20,000,000</b> | <b>0.00</b> | <b>\$19,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

**DECISION ITEM SUMMARY**

| Budget Unit                        |                    |             |                    |             |                    |             |            |             |  |
|------------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|--|
| Decision Item                      | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |  |
| Budget Object Summary              | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |  |
| Fund                               | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |  |
| <b>MOTOR CARRIER SAFETY ASSIST</b> |                    |             |                    |             |                    |             |            |             |  |
| <b>CORE</b>                        |                    |             |                    |             |                    |             |            |             |  |
| EXPENSE & EQUIPMENT                |                    |             |                    |             |                    |             |            |             |  |
| MCSAP DIV TRANSPORTATION-FED       | 388,122            | 0.00        | 21,725             | 0.00        | 21,725             | 0.00        | 0          | 0.00        |  |
| TOTAL - EE                         | 388,122            | 0.00        | 21,725             | 0.00        | 21,725             | 0.00        | 0          | 0.00        |  |
| PROGRAM-SPECIFIC                   |                    |             |                    |             |                    |             |            |             |  |
| MCSAP DIV TRANSPORTATION-FED       | 1,588,403          | 0.00        | 1,978,000          | 0.00        | 1,978,000          | 0.00        | 0          | 0.00        |  |
| TOTAL - PD                         | 1,588,403          | 0.00        | 1,978,000          | 0.00        | 1,978,000          | 0.00        | 0          | 0.00        |  |
| <b>TOTAL</b>                       | <b>1,976,525</b>   | <b>0.00</b> | <b>1,999,725</b>   | <b>0.00</b> | <b>1,999,725</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |  |
| <b>MCSAP Program - 1605016</b>     |                    |             |                    |             |                    |             |            |             |  |
| PROGRAM-SPECIFIC                   |                    |             |                    |             |                    |             |            |             |  |
| MCSAP DIV TRANSPORTATION-FED       | 0                  | 0.00        | 0                  | 0.00        | 1,300,000          | 0.00        | 0          | 0.00        |  |
| TOTAL - PD                         | 0                  | 0.00        | 0                  | 0.00        | 1,300,000          | 0.00        | 0          | 0.00        |  |
| <b>TOTAL</b>                       | <b>0</b>           | <b>0.00</b> | <b>0</b>           | <b>0.00</b> | <b>1,300,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |  |
| <b>GRAND TOTAL</b>                 | <b>\$1,976,525</b> | <b>0.00</b> | <b>\$1,999,725</b> | <b>0.00</b> | <b>\$3,299,725</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |  |



**DECISION ITEM SUMMARY**

| Budget Unit                  |                     |             |                     |             |                     |             |            |             |
|------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary        | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                         | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>MOTOR CARRIER REFUNDS</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                  |                     |             |                     |             |                     |             |            |             |
| PROGRAM-SPECIFIC             |                     |             |                     |             |                     |             |            |             |
| STATE HWYS AND TRANS DEPT    | 18,495,445          | 0.00        | 30,035,240          | 0.00        | 30,035,240          | 0.00        | 0          | 0.00        |
| TOTAL - PD                   | 18,495,445          | 0.00        | 30,035,240          | 0.00        | 30,035,240          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                 | <b>18,495,445</b>   | <b>0.00</b> | <b>30,035,240</b>   | <b>0.00</b> | <b>30,035,240</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>           | <b>\$18,495,445</b> | <b>0.00</b> | <b>\$30,035,240</b> | <b>0.00</b> | <b>\$30,035,240</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

### CORE DECISION ITEM

|  |      |              |               |               |   |       |      |         |       |       |   |
|--|------|--------------|---------------|---------------|---|-------|------|---------|-------|-------|---|
| Department of Transportation   |      |              |               |               | Budget Unit: <u>Maintenance</u>   |       |      |         |       |       |   |
| Division: Maintenance  |      |              |               |               |   |       |      |         |       |       |   |
| Core: Maintenance  |      |              |               |               | HB Section: <u>04.415, 04.425</u>   |       |      |         |       |       |   |
| 1. CORE FINANCIAL SUMMARY  |      |              |               |               |   |       |      |         |       |       |   |
| FY 2019 Budget Request   |      |              |               |               | FY 2019 Governor's Recommendation   |       |      |         |       |       |   |
|  | GR   | Federal      | Other         | Total         | E   |       | GR   | Federal | Other | Total | E |
| PS   | \$0  | \$319,202    | \$143,048,845 | \$143,368,047 | E   | PS    | \$0  | \$0     | \$0   | \$0   |   |
| EE   | \$0  | \$1,089,195  | \$222,738,895 | \$223,828,090 | E   | EE    | \$0  | \$0     | \$0   | \$0   |   |
| PSD  | \$0  | \$19,964,923 | \$31,627,629  | \$51,592,552  | E   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF  | \$0  | \$0          | \$0           | \$0           |   |       | \$0  | \$0     | \$0   | \$0   |   |
| Total  | \$0  | \$21,373,320 | \$397,415,369 | \$418,788,689 | E   | Total | \$0  | \$0     | \$0   | \$0   |   |
| FTE  | 0.00 | 8.30         | 3,535.63      | 3,543.93      |   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4   | \$0  | \$234,526    | \$114,443,469 | \$114,677,995 |   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5   | \$0  | \$24,706     | \$11,071,981  | \$11,096,687  |   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.  |      |              |               |               | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |       |      |         |       |       |   |
| Other Funds: State Road Fund (0320), Motorcycle Trust Fund (0246)<br>State Highways & Transportation Department Fund (0644)  |      |              |               |               | Other Funds:  |       |      |         |       |       |   |
| Notes: An "E" is requested for \$396,990,369 Other Funds and \$319,202 Federal Funds   |      |              |               |               | Notes:  |       |      |         |       |       |   |
| 2. CORE DESCRIPTION  |      |              |               |               |   |       |      |         |       |       |   |
| The appropriations for the maintenance core represent funds used by the Missouri Department of Transportation (MoDOT) for maintenance of highways and bridges, for safe and efficient traffic operations on the highway system and to enforce safety regulations for businesses and individuals involved in commercial operations on public highways in and through Missouri. The appropriations also include funding for Highway Safety programs, Motor Carrier Safety Assistance programs, Motorcycle Safety Training program, ferryboat operations and the distribution of refunds associated with motor carriers.  |      |              |               |               |   |       |      |         |       |       |   |
| The maintenance appropriations provide the public with a safe transportation system through restoration and preservation of roadways and bridges. In addition, these appropriations provide for continual monitoring of safety issues to include prompt emergency response such as removal of snow and ice and responding to other disaster events, like flooding. Mowing, litter pick-up, intelligent transportation systems (ITS) maintenance and various other activities are supported by the appropriations. Also, this core request will ensure the safe and efficient movement of people and goods by funding roadway visibility items such as signing, striping and other traffic-control devices used throughout the state. The appropriations also support programs to improve the flow of traffic and relieve congestion. |      |              |               |               |   |       |      |         |       |       |   |
| Ferryboat Operations are also included in the maintenance core. Ferryboats are moveable bridges used in lieu of constructing a permanent structure. The Ferryboat Operations program provides operating assistance to Missouri's two public ferries that cross into Illinois at Ste. Genevieve County (New Bourbon) and Kentucky at Mississippi County. Without these ferry services, tourists, freight and other passengers would be required to drive to the nearest bridge crossing, a one-way detour of 44 miles for Ste. Genevieve County and 82 miles for Mississippi County.  |      |              |               |               |   |       |      |         |       |       |   |

## CORE DECISION ITEM

|  |                                   |   |   |
|--|-----------------------------------|---|---|
| <b>Department of Transportation</b>  |                                   | <b>Budget Unit: <u>Maintenance</u></b>            |   |
| <b>Division: <u>Maintenance</u></b>  |                                   |   |   |
| <b>Core: <u>Maintenance</u></b>  |                                   | <b>HB Section: <u>04.415, 04.425</u></b>          |   |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>  |                                   |   |   |
| Upkeep and repair of roads, bridges, signs, signals, lighting, striping, right of way, rest areas and weigh stations, including the repair, maintenance and upkeep of tools and equipment used for such purposes |                                   | Issuing Oversize/Overweight Permits               |   |
| Traffic activities   |                                   | International Fuel Tax Agreement                  |   |
| Use of consumable inventory by maintenance organizations   |                                   | International Registration Plan                   |   |
| Law enforcement programs focusing on traffic safety problems   |                                   | Hazardous Waste/Waste Tire Transporter            |   |
| Educational programs for law enforcement, judges, prosecutors and the public   |                                   | Interstate Exempt/Intrastate Regulatory Authority |   |
| Traffic safety programs for motorcycle, school bus, pedestrian and bicycle safety  |                                   | Enforcement of Safety Regulations                 |   |
| Improving the collection of traffic records and data in the state  |                                   | Issuing Motor Carrier Highway Fund Refunds        |   |
| Administering Motorcycle Safety Training Program   |                                   | Issuing Motor Carrier Motor Fuel Tax Refunds      |   |
| Snow and ice removal   |                                   | Unified Carrier Registration                      |   |
|  |                                   | Emergency Response                                |   |
|  |                                   | ITS Maintenance                                   |   |
| Listed below is a breakdown of the fiscal year 2019 Maintenance Budget Request by fund:  |                                   |   |   |
| <b>PS</b>  | Maintenance                       | \$143,048,845                                     | State Road Fund                           |
|  | Highway Safety                    | \$319,202   | Highway Safety - Federal Fund             |
|  |                                   | <u>\$143,368,047</u>                              |   |
| <b>E&amp;E</b>   | Maintenance                       | \$222,738,895                                     | State Road Fund                           |
|  | Highway Safety                    | \$54,393  | Highway Safety - Federal Fund             |
|  | Highway Safety Grants             | \$1,013,077                                       | Highway Safety - Federal Fund             |
|  | Motor Carrier Safety Asst. Grants | \$21,725  | Motor Carrier - Federal Fund              |
|  |                                   | <u>\$223,828,090</u>                              |   |
| <b>Programs</b>  | Maintenance                       | \$1,167,389                                       | State Road Fund                           |
|  | Highway Safety Grants             | \$17,986,923                                      | Highway Safety - Federal Fund             |
|  | Motorcycle Safety Program         | \$425,000   | Motorcycle Safety Trust Fund              |
|  | Motor Carrier Safety Asst. Grants | \$1,978,000                                       | Motor Carrier - Federal Fund              |
|  | Motor Carrier Refunds             | \$30,035,240                                      | Highways & Transportation Department Fund |
|  | <u>\$51,592,552</u>               |   |   |
|  |                                   | <b>\$418,788,689</b>                              |   |

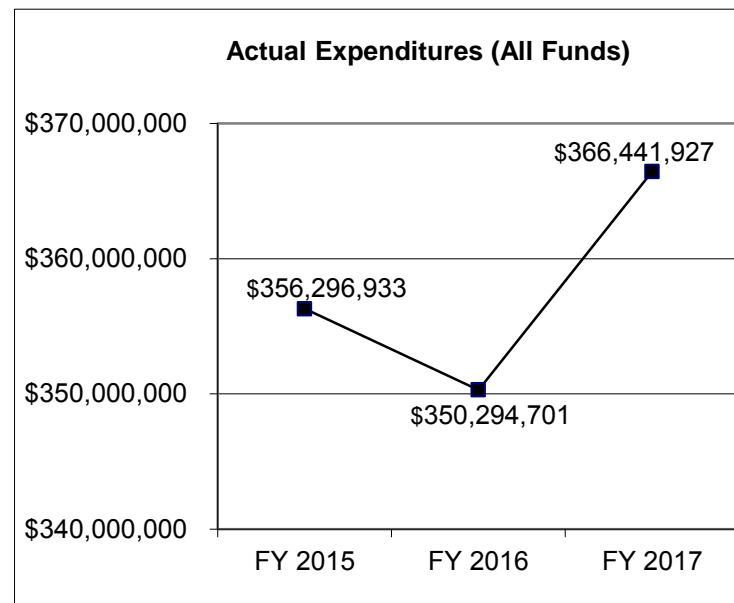
## CORE DECISION ITEM

|                                     |  |
|-------------------------------------|--|
| <b>Department of Transportation</b> | <b>Budget Unit: <u>Maintenance</u></b>   |
| <b>Division: Maintenance</b>        |  |
| <b>Core: Maintenance</b>            | <b>HB Section: <u>04.415, 04.425</u></b> |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$415,190,622             | \$415,954,671             | \$420,659,489             | \$419,788,689                  |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)     | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$415,190,622             | \$415,954,671             | \$420,659,489             | N/A                            |
| Actual Expenditures (All Funds) | \$356,296,933             | \$350,294,701             | \$366,441,927             | N/A                            |
| Unexpended (All Funds)          | \$58,893,689              | \$65,659,970              | \$54,217,562              | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$6,286,719               | \$2,858,172               | \$3,820,924               | N/A                            |
| Other                           | \$52,606,970              | \$62,801,798              | \$50,396,638              | N/A                            |

(1)



Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

**NOTES:**

(1) Appropriation increased during fiscal year to cover expenditures/ecumbrances.

## FLEXIBILITY REQUEST FORM

|   |   |  |
|---|---|--|
| <b>BUDGET UNIT NUMBER:</b> 60514C<br><b>BUDGET UNIT NAME:</b> Maintenance<br><b>HOUSE BILL SECTION:</b> 04.415  |   | <b>DEPARTMENT:</b> Missouri Department of Transportation (MoDOT)<br><br><b>DIVISION:</b> Maintenance   |
| <b>1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.</b> |   |  |
| <b>DEPARTMENT REQUEST</b>   |   |  |
| The department is requesting 25 percent flexibility for the State Road Fund for fiscal year 2019 between personal services and expense and equipment. This flexibility is requested to help manage priorities for maintenance. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.                                     |   |  |
| <b>2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.</b>  |   |  |
| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b>   | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b> | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
| N/A - No flexibility language in prior year.  | N/A - No flexibility language in current year.                                | The department is requesting 25 percent flexibility between personal services and expense and equipment from the State Road Fund, as needed. |
| <b>3. Please explain how flexibility was used in the prior and/or current years.</b>  |   |  |
| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b>  | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b>                                   |  |
| N/A   | N/A   |  |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                            |      |       |                     |                   |                    |             |                    |
|---|--------|----------------------------|------|-------|---------------------|-------------------|--------------------|-------------|--------------------|
| HB  | Approp | APPROP NAME                | FUND | FUND  | FY 18 APPROP<br>AMT | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
|   |        |                            |      |       |                     | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.415  | 7445   | Maintenance PS             | 0320 | OTHER | \$143,048,845       |                   | E                  |             | 25%                |
| 04.415  | 6309   | Maintenance PS             | 0149 | FED   | \$319,202           |                   | E                  |             | 25%                |
| 04.415  | 4399   | Maintenance E&E            | 0320 | OTHER | \$223,906,284       |                   | E                  |             | 25%                |
| 04.425  | 6172   | HRC Highway Fund Refunds   | 0644 | OTHER | \$35,240            |                   | E                  |             |                    |
| 04.425  | 6173   | MRC Motor Fuel Tax Refunds | 0644 | OTHER | \$30,000,000        |                   | E                  |             |                    |

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**CORE RECONCILIATION DETAIL**


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STATE

MAINTENANCE

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE             | GR       | Federal        | Other              | Total              | Explanation |
|------------------------------------|-----------------|-----------------|----------|----------------|--------------------|--------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |                 |          |                |                    |                    |             |
|                                    | PS              | 3,543.93        | 0        | 319,202        | 143,048,845        | 143,368,047        |             |
|                                    | EE              | 0.00            | 0        | 54,393         | 222,738,895        | 222,793,288        |             |
|                                    | PD              | 0.00            | 0        | 0              | 1,592,389          | 1,592,389          |             |
|                                    | <b>Total</b>    | <b>3,543.93</b> | <b>0</b> | <b>373,595</b> | <b>367,380,129</b> | <b>367,753,724</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |                 |          |                |                    |                    |             |
|                                    | PS              | 3,543.93        | 0        | 319,202        | 143,048,845        | 143,368,047        |             |
|                                    | EE              | 0.00            | 0        | 54,393         | 222,738,895        | 222,793,288        |             |
|                                    | PD              | 0.00            | 0        | 0              | 1,592,389          | 1,592,389          |             |
|                                    | <b>Total</b>    | <b>3,543.93</b> | <b>0</b> | <b>373,595</b> | <b>367,380,129</b> | <b>367,753,724</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |                 |          |                |                    |                    |             |
|                                    | PS              | 3,543.93        | 0        | 319,202        | 143,048,845        | 143,368,047        |             |
|                                    | EE              | 0.00            | 0        | 54,393         | 222,738,895        | 222,793,288        |             |
|                                    | PD              | 0.00            | 0        | 0              | 1,592,389          | 1,592,389          |             |
|                                    | <b>Total</b>    | <b>3,543.93</b> | <b>0</b> | <b>373,595</b> | <b>367,380,129</b> | <b>367,753,724</b> |             |

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**CORE RECONCILIATION DETAIL**


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**STATE****HIGHWAY SAFETY GRANTS**


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**5. CORE RECONCILIATION DETAIL**


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|                                    |    |      |    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b>     | <b>Other</b> | <b>Total</b>       | <b>Explanation</b>   |
|------------------------------------|----|------|----|-------------------------|-------------|-----------|--------------------|--------------|--------------------|--|
| <b>TAFP AFTER VETOES</b>           |    |      |    |                         |             |           |                    |              |                    |  |
|                                    |    |      |    | EE                      | 0.00        | 0         | 1,013,077          | 0            | 1,013,077          |  |
|                                    |    |      |    | PD                      | 0.00        | 0         | 18,986,923         | 0            | 18,986,923         |  |
|                                    |    |      |    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>20,000,000</b>  | <b>0</b>     | <b>20,000,000</b>  |  |
| <b>DEPARTMENT CORE ADJUSTMENTS</b> |    |      |    |                         |             |           |                    |              |                    |  |
| Core Reduction                     | 27 | 6314 | PD | 0.00                    |             | 0         | (1,000,000)        | 0            | (1,000,000)        | Core reduction of Highway Safety Grants appropriation 6314 |
| Core Reallocation                  | 28 | 6314 | EE | 0.00                    |             | 0         | 1                  | 0            | 1                  | Reallocation of \$1 from appropriation 3550 to 6314        |
| Core Reallocation                  | 28 | 3350 | EE | 0.00                    |             | 0         | (1)                | 0            | (1)                | Reallocation of \$1 from appropriation 3550 to 6314        |
| <b>NET DEPARTMENT CHANGES</b>      |    |      |    |                         | <b>0.00</b> | <b>0</b>  | <b>(1,000,000)</b> | <b>0</b>     | <b>(1,000,000)</b> |  |
| <b>DEPARTMENT CORE REQUEST</b>     |    |      |    |                         |             |           |                    |              |                    |  |
|                                    |    |      |    | EE                      | 0.00        | 0         | 1,013,077          | 0            | 1,013,077          |  |
|                                    |    |      |    | PD                      | 0.00        | 0         | 17,986,923         | 0            | 17,986,923         |  |
|                                    |    |      |    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>19,000,000</b>  | <b>0</b>     | <b>19,000,000</b>  |  |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |    |      |    |                         |             |           |                    |              |                    |  |
|                                    |    |      |    | EE                      | 0.00        | 0         | 1,013,077          | 0            | 1,013,077          |  |
|                                    |    |      |    | PD                      | 0.00        | 0         | 17,986,923         | 0            | 17,986,923         |  |
|                                    |    |      |    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>19,000,000</b>  | <b>0</b>     | <b>19,000,000</b>  |  |



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**CORE RECONCILIATION DETAIL**


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STATE

MOTOR CARRIER SAFETY ASSIST

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal          | Other    | Total            | Explanation |
|------------------------------------|-----------------|-------------|----------|------------------|----------|------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |                  |          |                  |             |
|                                    | EE              | 0.00        | 0        | 21,725           | 0        | 21,725           |             |
|                                    | PD              | 0.00        | 0        | 1,978,000        | 0        | 1,978,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>1,999,725</b> | <b>0</b> | <b>1,999,725</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |                  |          |                  |             |
|                                    | EE              | 0.00        | 0        | 21,725           | 0        | 21,725           |             |
|                                    | PD              | 0.00        | 0        | 1,978,000        | 0        | 1,978,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>1,999,725</b> | <b>0</b> | <b>1,999,725</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |                  |          |                  |             |
|                                    | EE              | 0.00        | 0        | 21,725           | 0        | 21,725           |             |
|                                    | PD              | 0.00        | 0        | 1,978,000        | 0        | 1,978,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>1,999,725</b> | <b>0</b> | <b>1,999,725</b> |             |

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**CORE RECONCILIATION DETAIL**


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**STATE****MOTOR CARRIER REFUNDS**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>      | <b>Total</b>      | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|-------------------|-------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                   |                   |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 30,035,240        | 30,035,240        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>30,035,240</b> | <b>30,035,240</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                   |                   |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 30,035,240        | 30,035,240        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>30,035,240</b> | <b>30,035,240</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                   |                   |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 30,035,240        | 30,035,240        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>30,035,240</b> | <b>30,035,240</b> |                    |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017    | FY 2017 | FY 2018    | FY 2018 | FY 2019    | FY 2019  | *****   | *****   |
|--------------------------------|------------|---------|------------|---------|------------|----------|---------|---------|
| Decision Item                  | ACTUAL     | ACTUAL  | BUDGET     | BUDGET  | DEPT REQ   | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR     | FTE     | DOLLAR     | FTE     | DOLLAR     | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>             |            |         |            |         |            |          |         |         |
| <b>CORE</b>                    |            |         |            |         |            |          |         |         |
| MOTOR CARRIER AGENT            | 26,423     | 0.92    | 32,867     | 1.00    | 32,867     | 1.00     | 0       | 0.00    |
| SR MOTOR CARRIER SERVICES ASST | 10,647     | 0.38    | 30,184     | 1.00    | 30,184     | 1.00     | 0       | 0.00    |
| SR TRAFFIC SYSTEMS OPERATOR    | 188,453    | 4.88    | 233,490    | 6.00    | 233,490    | 6.00     | 0       | 0.00    |
| INCIDENT MANAGEMENT COORDINATR | 64,319     | 1.13    | 66,722     | 1.00    | 66,722     | 1.00     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN      | 29,597     | 1.02    | 37,560     | 1.00    | 37,560     | 1.00     | 0       | 0.00    |
| SR ADMINISTRATIVE TECHNICIAN   | 107,339    | 3.00    | 112,620    | 3.00    | 112,620    | 3.00     | 0       | 0.00    |
| OFFICE ASSISTANT               | 34,909     | 1.47    | 49,076     | 2.00    | 49,076     | 2.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT        | 236,550    | 7.95    | 237,097    | 8.00    | 237,097    | 8.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT            | 110,183    | 3.13    | 116,822    | 3.00    | 116,822    | 3.00     | 0       | 0.00    |
| GENERAL SERVICES TECHNICIAN    | 2,764      | 0.08    | 34,056     | 1.00    | 34,056     | 1.00     | 0       | 0.00    |
| SENIOR GENERAL SERVICES TECHNI | 70,139     | 1.92    | 32,916     | 1.00    | 32,916     | 1.00     | 0       | 0.00    |
| SENIOR SYSTEM MANAGEMENT TECHN | 0          | 0.00    | 47,815     | 1.00    | 47,815     | 1.00     | 0       | 0.00    |
| MOTOR CARRIER TECHNICIAN       | 53,556     | 1.79    | 59,878     | 2.00    | 59,878     | 2.00     | 0       | 0.00    |
| SR MOTOR CARRIER TECHNICIAN    | 6,786      | 0.21    | 32,916     | 1.00    | 32,916     | 1.00     | 0       | 0.00    |
| BRIDGE MAINTENANCE SUPERINTEND | 63,256     | 1.01    | 60,004     | 1.00    | 60,004     | 1.00     | 0       | 0.00    |
| BR INSPECTION CREW SUPERVISOR  | 154,545    | 3.11    | 143,586    | 3.00    | 143,586    | 3.00     | 0       | 0.00    |
| SR BR INSPECTION CREW MEMBER   | 0          | 0.00    | 109,424    | 2.00    | 109,424    | 2.00     | 0       | 0.00    |
| INT BR INSPECTION CREW MEMBER  | 82,526     | 2.22    | 35,924     | 1.00    | 35,924     | 1.00     | 0       | 0.00    |
| BRIDGE INSPECTION CREW MEMBER  | 147,002    | 4.24    | 92,167     | 3.00    | 92,167     | 3.00     | 0       | 0.00    |
| BRIDGE INSPECTION CREW LEADER  | 89,090     | 2.04    | 78,535     | 2.00    | 78,535     | 2.00     | 0       | 0.00    |
| MAINTENANCE CREW LEADER        | 16,864,520 | 429.00  | 17,775,933 | 438.00  | 17,775,933 | 438.00   | 0       | 0.00    |
| MAINTENANCE TECHNICIAN         | 780        | 0.00    | 29,151     | 1.00    | 29,151     | 1.00     | 0       | 0.00    |
| INTER MAINTENANCE TECHNICIAN   | 0          | 0.00    | 33,489     | 1.00    | 33,489     | 1.00     | 0       | 0.00    |
| SENIOR MAINTENANCE TECHNICIAN  | 221,153    | 5.77    | 190,156    | 5.00    | 190,156    | 5.00     | 0       | 0.00    |
| TRAFFIC SYSTEMS OPERATOR       | 32,392     | 1.03    | 0          | 0.00    | 0          | 0.00     | 0       | 0.00    |
| TRAFFIC SYSTEMS SUPERVISOR     | 143,654    | 3.40    | 163,726    | 4.00    | 163,726    | 4.00     | 0       | 0.00    |
| SENIOR OUTDOOR ADVERTISING TEC | 40,635     | 1.00    | 39,939     | 1.00    | 39,939     | 1.00     | 0       | 0.00    |
| SENIOR CUSTOMER SERVICE REP    | 578,826    | 16.02   | 531,925    | 14.00   | 531,925    | 14.00    | 0       | 0.00    |
| ASSISTANT EQUIPMENT TECHNICIAN | 203,629    | 6.77    | 178,561    | 6.00    | 178,561    | 6.00     | 0       | 0.00    |
| BRIDGE INSPECTION TECHNICIAN   | 0          | 0.00    | 273,956    | 5.00    | 273,956    | 5.00     | 0       | 0.00    |
| CUSTOMER SERVICE REP           | 47,871     | 1.48    | 97,301     | 3.00    | 97,301     | 3.00     | 0       | 0.00    |
| GENERAL LABORER                | 191,624    | 7.73    | 0          | 0.00    | 0          | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017    | FY 2017  | FY 2018    | FY 2018  | FY 2019    | FY 2019  | *****   | *****   |
|---------------------------------|------------|----------|------------|----------|------------|----------|---------|---------|
| Decision Item                   | ACTUAL     | ACTUAL   | BUDGET     | BUDGET   | DEPT REQ   | DEPT REQ | SECURED | SECURED |
| Budget Object Class             | DOLLAR     | FTE      | DOLLAR     | FTE      | DOLLAR     | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>              |            |          |            |          |            |          |         |         |
| <b>CORE</b>                     |            |          |            |          |            |          |         |         |
| SENIOR MAINTENANCE WORKER-TPT   | 456,120    | 11.29    | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| BRIDGE MAINTENANCE WORKER       | 1,384,820  | 43.75    | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| BRIDGE MAINTENANCE CREW LEADER  | 644,859    | 15.84    | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| URBAN TRAFFIC SUPERVISOR        | 166,975    | 3.00     | 106,868    | 2.00     | 106,868    | 2.00     | 0       | 0.00    |
| EMERGENCY MT EQUIP OPERATOR-TPT | 38,370     | 0.97     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| UTILITY LOCATOR                 | 20,502     | 0.79     | 161,700    | 6.00     | 161,700    | 6.00     | 0       | 0.00    |
| INT BRIDGE MAINTENANCE WORKER   | 476,002    | 13.95    | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| SR BRIDGE MAINTENANCE WORKER    | 646,426    | 16.99    | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| ASST BRIDGE MAINTENANCE SUPERV  | 21,204     | 0.50     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| BRIDGE MAINTENANCE SUPERVISOR   | 418,632    | 8.90     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| SENIOR TRAFFIC TECHNICIAN-NSS   | 77,837     | 2.00     | 76,502     | 2.00     | 76,502     | 2.00     | 0       | 0.00    |
| MT WORKER-TPT                   | 3,028      | 0.10     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| INT MOTOR CARRIER AGENT         | 50,272     | 1.64     | 134,207    | 4.00     | 134,207    | 4.00     | 0       | 0.00    |
| INTERMEDIATE MT WORKER-TPT      | 18,504     | 0.47     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| SR MOTOR CARRIER AGENT          | 791,981    | 21.28    | 807,541    | 21.00    | 807,541    | 21.00    | 0       | 0.00    |
| INTERMEDIATE MAINTENANCE WRKR   | 12,405,126 | 388.48   | 13,515,309 | 407.00   | 13,515,309 | 407.00   | 0       | 0.00    |
| FACILITY OPERATIONS CREW WORKE  | 5,679      | 0.20     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| MAINT SUPERINTENDENT            | 2,372,795  | 43.94    | 2,473,337  | 42.00    | 2,473,337  | 42.00    | 0       | 0.00    |
| MAINTENANCE WORKER              | 17,110,135 | 574.12   | 4,196,264  | 128.00   | 4,196,264  | 128.00   | 0       | 0.00    |
| SENIOR MAINTENANCE WORKER       | 38,938,922 | 1,075.05 | 52,689,274 | 1,333.00 | 52,689,274 | 1,333.00 | 0       | 0.00    |
| MAINTENANCE SUPERVISOR          | 8,646,087  | 178.83   | 9,317,668  | 185.00   | 9,317,668  | 185.00   | 0       | 0.00    |
| ASST MAINTENANCE SUPERVISOR     | 3,088,840  | 71.74    | 3,203,914  | 63.00    | 3,203,914  | 63.00    | 0       | 0.00    |
| MOTORIST ASSISTANCE OPERATOR    | 142,102    | 3.91     | 105,925    | 3.00     | 105,925    | 3.00     | 0       | 0.00    |
| SR ENGINEERING TECH-TPT/SSPD    | 16,993     | 0.40     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| TRAFFIC TECHNICIAN              | 30,859     | 1.04     | 29,148     | 1.00     | 29,148     | 1.00     | 0       | 0.00    |
| INTER TRAFFIC TECHNICIAN        | 33,039     | 1.00     | 69,407     | 2.00     | 69,407     | 2.00     | 0       | 0.00    |
| SENIOR TRAFFIC TECHNICIAN       | 574,920    | 14.42    | 811,576    | 20.00    | 811,576    | 20.00    | 0       | 0.00    |
| SR ENGINEERING TECH-TPT/SS      | 20,181     | 0.44     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| MAINTENANCE CREW LEADER-TPT     | 102,044    | 2.35     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| BRIDGE INSPECTION TECH-TPT      | 47,414     | 0.86     | 0          | 0.00     | 0          | 0.00     | 0       | 0.00    |
| FACILITY OPERATIONS SUPERVISOR  | 0          | 0.00     | 49,805     | 1.00     | 49,805     | 1.00     | 0       | 0.00    |
| SR TR SIGNAL AND LIGHTING TECH  | 2,164,312  | 48.01    | 2,915,961  | 62.00    | 2,915,961  | 62.00    | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>             |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| TRAFFIC SUPERVISOR             | 383,721   | 7.45    | 380,782   | 7.00    | 380,782   | 7.00     | 0       | 0.00    |
| EQUIPMENT TECHNICIAN           | 311,745   | 9.33    | 234,906   | 7.00    | 234,906   | 7.00     | 0       | 0.00    |
| INTERMEDIATE EQUIPMENT TECH    | 1,354,517 | 36.66   | 1,030,986 | 27.00   | 1,030,986 | 27.00    | 0       | 0.00    |
| SENIOR EQUIPMENT TECHNICIAN    | 5,147,832 | 116.22  | 6,044,089 | 134.00  | 6,044,089 | 134.00   | 0       | 0.00    |
| EQUIPMENT TECHNICIAN SUPERVISO | 692,886   | 14.18   | 637,439   | 13.00   | 637,439   | 13.00    | 0       | 0.00    |
| INT TR SIGNAL AND LIGHTING TEC | 629,825   | 15.99   | 1,203,264 | 30.00   | 1,203,264 | 30.00    | 0       | 0.00    |
| TR SIGNAL AND LIGHTING TECHNIC | 812,510   | 24.19   | 713,786   | 21.00   | 713,786   | 21.00    | 0       | 0.00    |
| EQUIPMENT TECHNICIAN - TPT     | 46,948    | 0.99    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INT TRAFFIC SPECIALIST-TPT     | 22,137    | 0.45    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN-TPT  | 11,784    | 0.34    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| MCS SYSTEM & TRAINING ANALYST  | 163,303   | 4.00    | 163,052   | 4.00    | 163,052   | 4.00     | 0       | 0.00    |
| TR COMMUNICATION SPECIALIST    | 49,092    | 1.14    | 42,906    | 1.00    | 42,906    | 1.00     | 0       | 0.00    |
| SENIOR TRAFFIC SPECIALIST-NSS  | 0         | 0.00    | 45,279    | 1.00    | 45,279    | 1.00     | 0       | 0.00    |
| SENIOR TRAFFIC SPECIALIST      | 896,270   | 19.25   | 1,242,661 | 26.00   | 1,242,661 | 26.00    | 0       | 0.00    |
| MOTOR CARRIER COMPLIANCE SUPV  | 193,011   | 4.07    | 234,578   | 5.00    | 234,578   | 5.00     | 0       | 0.00    |
| TRAFFIC SPECIALIST             | 228,913   | 5.61    | 122,010   | 3.00    | 122,010   | 3.00     | 0       | 0.00    |
| TRAFFIC OPERATIONS SUPERVISOR  | 108,515   | 2.00    | 156,235   | 3.00    | 156,235   | 3.00     | 0       | 0.00    |
| INT INFO SYSTEMS TECHNOLOGIST  | 42,876    | 1.00    | 42,913    | 1.00    | 42,913    | 1.00     | 0       | 0.00    |
| SPECIAL PROJECTS COORD         | 74,393    | 1.13    | 72,427    | 1.00    | 72,427    | 1.00     | 0       | 0.00    |
| MC INVESTIGATIONS ADMINISTRATR | 71,006    | 1.00    | 69,731    | 1.00    | 69,731    | 1.00     | 0       | 0.00    |
| TRANSPORTATION PROGRAM MANAGEI | 61,118    | 1.00    | 55,689    | 1.00    | 55,689    | 1.00     | 0       | 0.00    |
| TRANSP ENFRMNT INVESTIGATOR    | 169,047   | 4.38    | 515,662   | 13.00   | 515,662   | 13.00    | 0       | 0.00    |
| SR TRNS ENFRCEMNT INVESTIGATOR | 794,720   | 18.05   | 1,069,610 | 24.00   | 1,069,610 | 24.00    | 0       | 0.00    |
| TRANS ENFORCEMENT INVESTI SUPV | 198,905   | 4.00    | 198,102   | 4.00    | 198,102   | 4.00     | 0       | 0.00    |
| MC INVESTIGATIONS SPEC         | 148,340   | 2.87    | 108,441   | 2.00    | 108,441   | 2.00     | 0       | 0.00    |
| HWY SAFETY PROG ADMINISTRATOR  | 65,874    | 1.00    | 64,676    | 1.00    | 64,676    | 1.00     | 0       | 0.00    |
| ASST MOTOR CARRIER SERV DIRECT | 76,739    | 1.00    | 76,680    | 1.00    | 76,680    | 1.00     | 0       | 0.00    |
| SR ADMIN PROFESSIONAL-TPT      | 4,662     | 0.07    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| OUTDOOR ADVERT PERMIT SPEC     | 80,208    | 2.01    | 77,108    | 2.00    | 77,108    | 2.00     | 0       | 0.00    |
| SR OUTDOOR ADVERTISING PERM SP | 135,267   | 3.00    | 138,373   | 3.00    | 138,373   | 3.00     | 0       | 0.00    |
| MOTOR CARRIER PROJECT MANAGER  | 173,424   | 3.00    | 171,379   | 3.00    | 171,379   | 3.00     | 0       | 0.00    |
| COMMRCIAL MTR VEHICLE PROG MGR | 51,333    | 0.91    | 57,802    | 1.00    | 57,802    | 1.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017   | FY 2017 | FY 2018   | FY 2018 | FY 2019   | FY 2019  | *****   | *****   |
|--------------------------------|-----------|---------|-----------|---------|-----------|----------|---------|---------|
| Decision Item                  | ACTUAL    | ACTUAL  | BUDGET    | BUDGET  | DEPT REQ  | DEPT REQ | SECURED | SECURED |
| Budget Object Class            | DOLLAR    | FTE     | DOLLAR    | FTE     | DOLLAR    | FTE      | COLUMN  | COLUMN  |
| <b>MAINTENANCE</b>             |           |         |           |         |           |          |         |         |
| <b>CORE</b>                    |           |         |           |         |           |          |         |         |
| EMERGENCY MANAGEMENT LIAISON   | 29,205    | 0.42    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SYSTEM MANAGEMENT SPECIALIST   | 30,807    | 0.80    | 123,114   | 4.30    | 123,114   | 4.30     | 0       | 0.00    |
| OUTDOOR ADVERTISING MANAGER    | 58,860    | 1.00    | 57,802    | 1.00    | 57,802    | 1.00     | 0       | 0.00    |
| OUTDOOR ADVERTISING SPECIALIST | 48,654    | 1.00    | 47,815    | 1.00    | 49,360    | 1.00     | 0       | 0.00    |
| INTER SYSTEM MANAGEMENT SPECIA | 80,842    | 1.86    | 225,014   | 5.00    | 225,014   | 5.00     | 0       | 0.00    |
| ROADSIDE MANAGER               | 250,438   | 5.04    | 246,093   | 5.00    | 246,093   | 5.00     | 0       | 0.00    |
| ENVIRONMENTAL COMPLNC MANAGER  | 0         | 0.00    | 1,545     | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INFO SYSTEMS TECHNOLOGIST      | 39,902    | 1.00    | 38,555    | 1.00    | 38,555    | 1.00     | 0       | 0.00    |
| SR SYSTEM MANAGEMENT SPECIALIS | 351,544   | 6.92    | 363,499   | 7.00    | 363,499   | 7.00     | 0       | 0.00    |
| SR ROADSIDE MANAGEMENT SPECIAL | 118,954   | 2.00    | 120,651   | 2.00    | 120,651   | 2.00     | 0       | 0.00    |
| SPRVING BRIDGE INSPECTION EN   | 79,555    | 1.00    | 89,289    | 1.00    | 89,289    | 1.00     | 0       | 0.00    |
| TRAFFIC LIAISON ENGINEER       | 182,789   | 2.43    | 236,331   | 3.00    | 236,331   | 3.00     | 0       | 0.00    |
| INTERM PAVEMENT SPECIALIST     | 53,993    | 1.03    | 52,647    | 1.00    | 52,647    | 1.00     | 0       | 0.00    |
| PAVEMENT SPECIALIST            | 8,376     | 0.19    | 48,691    | 1.00    | 48,691    | 1.00     | 0       | 0.00    |
| SENIOR PAVEMENT SPECIALIST     | 342,679   | 6.17    | 337,440   | 6.00    | 337,440   | 6.00     | 0       | 0.00    |
| TRAFFIC CENTER MANAGER         | 69,750    | 1.00    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| TRAFFIC MNGMNT & OPERATION ENG | 95,851    | 1.50    | 126,991   | 2.00    | 126,991   | 2.00     | 0       | 0.00    |
| TRAFFIC STUDIES SPECIALIST-NSS | 27,398    | 0.58    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SR TRAFFIC STUDIES SPECIAL-NSS | 36,457    | 0.70    | 167,065   | 3.00    | 167,065   | 3.00     | 0       | 0.00    |
| TRAFFIC SAFETY ENGINEER        | 51,409    | 0.83    | 67,173    | 1.00    | 67,173    | 1.00     | 0       | 0.00    |
| BRIDGE INSPECTOR               | 403,743   | 6.98    | 284,152   | 5.00    | 284,152   | 5.00     | 0       | 0.00    |
| STANDARDS SPECIALIST           | 99,790    | 1.56    | 69,731    | 1.00    | 69,731    | 1.00     | 0       | 0.00    |
| DISTRICT MAINTENANCE ENGINEER  | 392,719   | 4.99    | 390,780   | 5.00    | 390,780   | 5.00     | 0       | 0.00    |
| ASST DIST MAINTENANCE ENGINEER | 342,780   | 5.08    | 416,392   | 6.00    | 416,392   | 6.00     | 0       | 0.00    |
| ASST DIST MAINT & TRAFF ENGINE | 132,114   | 2.00    | 143,853   | 2.00    | 143,853   | 2.00     | 0       | 0.00    |
| DISTRICT MAINT & TRAFFIC ENGIN | 152,402   | 1.88    | 160,801   | 2.00    | 160,801   | 2.00     | 0       | 0.00    |
| STATEWIDE INCIDENT RESPONSE CO | 67,346    | 1.00    | 65,924    | 1.00    | 65,924    | 1.00     | 0       | 0.00    |
| SR ENGNRING PROFESS-TPT/SSPD   | 2,308     | 0.04    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| SR ENGINEERING PROFESSNL-TPT   | 29,132    | 0.35    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| INT ENGINEERING PROFESSNL-TPT  | 10,584    | 0.18    | 0         | 0.00    | 0         | 0.00     | 0       | 0.00    |
| AREA ENGINEER                  | 1,400,113 | 19.78   | 1,437,649 | 20.00   | 1,437,649 | 20.00    | 0       | 0.00    |
| DISTRICT TRAFFIC ENGINEER      | 382,679   | 5.12    | 391,137   | 5.00    | 391,137   | 5.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                     | FY 2017            | FY 2017         | FY 2018            | FY 2018         | FY 2019            | FY 2019         | *****    | *****       |
|---------------------------------|--------------------|-----------------|--------------------|-----------------|--------------------|-----------------|----------|-------------|
| Decision Item                   | ACTUAL             | ACTUAL          | BUDGET             | BUDGET          | DEPT REQ           | DEPT REQ        | SECURED  | SECURED     |
| Budget Object Class             | DOLLAR             | FTE             | DOLLAR             | FTE             | DOLLAR             | FTE             | COLUMN   | COLUMN      |
| <b>MAINTENANCE</b>              |                    |                 |                    |                 |                    |                 |          |             |
| <b>CORE</b>                     |                    |                 |                    |                 |                    |                 |          |             |
| DISTRICT BRIDGE ENGINEER        | 522,784            | 7.09            | 506,632            | 7.00            | 506,632            | 7.00            | 0        | 0.00        |
| INT TR STUDIES SPECIALIST       | 526,550            | 10.27           | 403,921            | 8.00            | 403,921            | 8.00            | 0        | 0.00        |
| TRAFFIC OPERATIONS ENGINEER     | 532,574            | 8.11            | 698,150            | 10.00           | 698,150            | 10.00           | 0        | 0.00        |
| CONSTRUCTION INSPECTOR          | 50,076             | 1.03            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| SENIOR TRAFFIC STUDIES SPECIAL  | 1,396,618          | 24.13           | 1,775,496          | 31.00           | 1,775,496          | 31.00           | 0        | 0.00        |
| DISTRICT UTILITIES ENGINEER     | 69,675             | 1.00            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| MAINTENANCE LIAISON ENGINEER    | 319,419            | 4.00            | 317,056            | 4.00            | 317,056            | 4.00            | 0        | 0.00        |
| SR CONSTRUCTION INSPECTOR       | 0                  | 0.00            | 33,283             | 1.00            | 33,283             | 1.00            | 0        | 0.00        |
| SIGN & MARKING ENGINEER         | 65,874             | 1.00            | 64,676             | 1.00            | 64,676             | 1.00            | 0        | 0.00        |
| TRAFFIC STUDIES SPECIALIST      | 490,967            | 10.36           | 371,431            | 8.00            | 371,431            | 8.00            | 0        | 0.00        |
| BRIDGE INSPECTION ENGINEER      | 78,068             | 1.00            | 72,427             | 1.00            | 72,427             | 1.00            | 0        | 0.00        |
| BRIDGE INSPECTION INTERN        | 11,977             | 0.43            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| MOTOR CARRIER SERVICES DIRECTR  | 105,934            | 1.00            | 103,938            | 1.00            | 103,938            | 1.00            | 0        | 0.00        |
| STATE MAINTENANCE ENGINEER      | 110,265            | 1.00            | 108,076            | 1.00            | 108,076            | 1.00            | 0        | 0.00        |
| HIGHWAY SAFETY DIRECTOR         | 94,555             | 1.00            | 99,069             | 1.00            | 99,069             | 1.00            | 0        | 0.00        |
| EQUIPMENT TECHNICIAN INTERN     | 8,302              | 0.37            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| MAINTENANCE INTERN              | 9,210              | 0.34            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| COMMUNICATIONS INTERN           | 1,397              | 0.06            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| TRAFFIC INTERN                  | 90,313             | 3.21            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| SEASONAL MAINTENANCE WORKER     | 1,107,486          | 41.16           | 6,301,029          | 232.63          | 6,301,029          | 232.63          | 0        | 0.00        |
| SUMMER MAINTENANCE LABORER      | 2,624              | 0.10            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| EMERGENCY MAINT EQUIP OPERAT    | 202,455            | 6.23            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| STATE HWY SAFETY & TRAFFIC ENGR | 97,948             | 0.92            | 209,961            | 2.00            | 209,961            | 2.00            | 0        | 0.00        |
| BRIDGE INTERN                   | 6,802              | 0.25            | 0                  | 0.00            | 0                  | 0.00            | 0        | 0.00        |
| <b>TOTAL - PS</b>               | <b>135,194,115</b> | <b>3,573.74</b> | <b>143,368,047</b> | <b>3,543.93</b> | <b>143,368,047</b> | <b>3,543.93</b> | <b>0</b> | <b>0.00</b> |
| TRAVEL, IN-STATE                | 726,115            | 0.00            | 635,831            | 0.00            | 635,831            | 0.00            | 0        | 0.00        |
| TRAVEL, OUT-OF-STATE            | 57,066             | 0.00            | 48,851             | 0.00            | 48,851             | 0.00            | 0        | 0.00        |
| FUEL & UTILITIES                | 6,291,135          | 0.00            | 5,967,299          | 0.00            | 5,967,299          | 0.00            | 0        | 0.00        |
| SUPPLIES                        | 129,969,898        | 0.00            | 134,568,102        | 0.00            | 134,568,102        | 0.00            | 0        | 0.00        |
| PROFESSIONAL DEVELOPMENT        | 840,900            | 0.00            | 314,877            | 0.00            | 314,877            | 0.00            | 0        | 0.00        |
| COMMUNICATION SERV & SUPP       | 1,556,300          | 0.00            | 1,697,987          | 0.00            | 1,697,987          | 0.00            | 0        | 0.00        |
| PROFESSIONAL SERVICES           | 9,545,052          | 0.00            | 35,054,391         | 0.00            | 35,054,391         | 0.00            | 0        | 0.00        |

## DECISION ITEM DETAIL

| Budget Unit                    | FY 2017              | FY 2017         | FY 2018              | FY 2018         | FY 2019              | FY 2019         | *****      | *****       |
|--------------------------------|----------------------|-----------------|----------------------|-----------------|----------------------|-----------------|------------|-------------|
| Decision Item                  | ACTUAL               | ACTUAL          | BUDGET               | BUDGET          | DEPT REQ             | DEPT REQ        | SECURED    | SECURED     |
| Budget Object Class            | DOLLAR               | FTE             | DOLLAR               | FTE             | DOLLAR               | FTE             | COLUMN     | COLUMN      |
| <b>MAINTENANCE</b>             |                      |                 |                      |                 |                      |                 |            |             |
| <b>CORE</b>                    |                      |                 |                      |                 |                      |                 |            |             |
| HOUSEKEEPING & JANITORIAL SERV | 7,093,313            | 0.00            | 4,708,217            | 0.00            | 4,708,217            | 0.00            | 0          | 0.00        |
| M&R SERVICES                   | 3,540,874            | 0.00            | 2,275,582            | 0.00            | 2,275,582            | 0.00            | 0          | 0.00        |
| COMPUTER EQUIPMENT             | 13,678               | 0.00            | 632,149              | 0.00            | 632,149              | 0.00            | 0          | 0.00        |
| MOTORIZED EQUIPMENT            | 262,014              | 0.00            | 113,188              | 0.00            | 113,188              | 0.00            | 0          | 0.00        |
| OFFICE EQUIPMENT               | 43,328               | 0.00            | 143,214              | 0.00            | 143,214              | 0.00            | 0          | 0.00        |
| OTHER EQUIPMENT                | 9,047,648            | 0.00            | 6,388,901            | 0.00            | 6,388,901            | 0.00            | 0          | 0.00        |
| PROPERTY & IMPROVEMENTS        | 6,884,207            | 0.00            | 11,661,215           | 0.00            | 11,661,215           | 0.00            | 0          | 0.00        |
| BUILDING LEASE PAYMENTS        | 5,548                | 0.00            | 20,997               | 0.00            | 20,997               | 0.00            | 0          | 0.00        |
| EQUIPMENT RENTALS & LEASES     | 2,271,327            | 0.00            | 5,043,490            | 0.00            | 5,043,490            | 0.00            | 0          | 0.00        |
| MISCELLANEOUS EXPENSES         | 13,667,753           | 0.00            | 13,518,997           | 0.00            | 13,518,997           | 0.00            | 0          | 0.00        |
| <b>TOTAL - EE</b>              | <b>191,816,156</b>   | <b>0.00</b>     | <b>222,793,288</b>   | <b>0.00</b>     | <b>222,793,288</b>   | <b>0.00</b>     | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS          | 1,107,448            | 0.00            | 602,760              | 0.00            | 602,760              | 0.00            | 0          | 0.00        |
| DEBT SERVICE                   | 12,413               | 0.00            | 410                  | 0.00            | 410                  | 0.00            | 0          | 0.00        |
| REFUNDS                        | 1,516,707            | 0.00            | 989,219              | 0.00            | 989,219              | 0.00            | 0          | 0.00        |
| <b>TOTAL - PD</b>              | <b>2,636,568</b>     | <b>0.00</b>     | <b>1,592,389</b>     | <b>0.00</b>     | <b>1,592,389</b>     | <b>0.00</b>     | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>             | <b>\$329,646,839</b> | <b>3,573.74</b> | <b>\$367,753,724</b> | <b>3,543.93</b> | <b>\$367,753,724</b> | <b>3,543.93</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>         | <b>\$0</b>           | <b>0.00</b>     | <b>\$0</b>           | <b>0.00</b>     | <b>\$0</b>           | <b>0.00</b>     |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>           | <b>\$311,334</b>     | <b>5.54</b>     | <b>\$373,595</b>     | <b>8.30</b>     | <b>\$373,595</b>     | <b>8.30</b>     |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>             | <b>\$329,335,505</b> | <b>3,568.20</b> | <b>\$367,380,129</b> | <b>3,535.63</b> | <b>\$367,380,129</b> | <b>3,535.63</b> |            | <b>0.00</b> |



**DECISION ITEM DETAIL**

| Budget Unit                  | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class          | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>HIGHWAY SAFETY GRANTS</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                  |                     |             |                     |             |                     |             |            |             |
| TRAVEL, IN-STATE             | 15,672              | 0.00        | 4,931               | 0.00        | 4,931               | 0.00        | 0          | 0.00        |
| TRAVEL, OUT-OF-STATE         | 3,358               | 0.00        | 4,913               | 0.00        | 4,913               | 0.00        | 0          | 0.00        |
| SUPPLIES                     | 131,439             | 0.00        | 393,603             | 0.00        | 393,603             | 0.00        | 0          | 0.00        |
| PROFESSIONAL DEVELOPMENT     | 1,885               | 0.00        | 16,869              | 0.00        | 16,869              | 0.00        | 0          | 0.00        |
| COMMUNICATION SERV & SUPP    | 0                   | 0.00        | 11,000              | 0.00        | 11,000              | 0.00        | 0          | 0.00        |
| PROFESSIONAL SERVICES        | 2,251,407           | 0.00        | 562,290             | 0.00        | 562,290             | 0.00        | 0          | 0.00        |
| M&R SERVICES                 | 0                   | 0.00        | 1                   | 0.00        | 1                   | 0.00        | 0          | 0.00        |
| COMPUTER EQUIPMENT           | 0                   | 0.00        | 1                   | 0.00        | 1                   | 0.00        | 0          | 0.00        |
| OTHER EQUIPMENT              | 42,330              | 0.00        | 0                   | 0.00        | 0                   | 0.00        | 0          | 0.00        |
| BUILDING LEASE PAYMENTS      | 7,310               | 0.00        | 2,000               | 0.00        | 2,000               | 0.00        | 0          | 0.00        |
| EQUIPMENT RENTALS & LEASES   | 122                 | 0.00        | 600                 | 0.00        | 600                 | 0.00        | 0          | 0.00        |
| MISCELLANEOUS EXPENSES       | 10,440              | 0.00        | 16,869              | 0.00        | 16,869              | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>            | <b>2,463,963</b>    | <b>0.00</b> | <b>1,013,077</b>    | <b>0.00</b> | <b>1,013,077</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS        | 13,800,574          | 0.00        | 18,986,922          | 0.00        | 17,986,922          | 0.00        | 0          | 0.00        |
| REFUNDS                      | 0                   | 0.00        | 1                   | 0.00        | 1                   | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>            | <b>13,800,574</b>   | <b>0.00</b> | <b>18,986,923</b>   | <b>0.00</b> | <b>17,986,923</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>           | <b>\$16,264,537</b> | <b>0.00</b> | <b>\$20,000,000</b> | <b>0.00</b> | <b>\$19,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>       | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>         | <b>\$16,264,537</b> | <b>0.00</b> | <b>\$20,000,000</b> | <b>0.00</b> | <b>\$19,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>           | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |

**DECISION ITEM DETAIL**

| Budget Unit                        | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|------------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                      | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>MOTOR CARRIER SAFETY ASSIST</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                        |                    |             |                    |             |                    |             |            |             |
| TRAVEL, IN-STATE                   | 252                | 0.00        | 125                | 0.00        | 125                | 0.00        | 0          | 0.00        |
| TRAVEL, OUT-OF-STATE               | 3,512              | 0.00        | 800                | 0.00        | 800                | 0.00        | 0          | 0.00        |
| SUPPLIES                           | 13,761             | 0.00        | 6,999              | 0.00        | 6,999              | 0.00        | 0          | 0.00        |
| PROFESSIONAL DEVELOPMENT           | 8,720              | 0.00        | 9,500              | 0.00        | 9,500              | 0.00        | 0          | 0.00        |
| PROFESSIONAL SERVICES              | 361,306            | 0.00        | 4,300              | 0.00        | 4,300              | 0.00        | 0          | 0.00        |
| MISCELLANEOUS EXPENSES             | 571                | 0.00        | 1                  | 0.00        | 1                  | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                  | <b>388,122</b>     | <b>0.00</b> | <b>21,725</b>      | <b>0.00</b> | <b>21,725</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS              | 1,588,403          | 0.00        | 1,978,000          | 0.00        | 1,978,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                  | <b>1,588,403</b>   | <b>0.00</b> | <b>1,978,000</b>   | <b>0.00</b> | <b>1,978,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$1,976,525</b> | <b>0.00</b> | <b>\$1,999,725</b> | <b>0.00</b> | <b>\$1,999,725</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>             |                    |             |                    |             |                    |             |            |             |
|                                    | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>               |                    |             |                    |             |                    |             |            |             |
|                                    | <b>\$1,976,525</b> | <b>0.00</b> | <b>\$1,999,725</b> | <b>0.00</b> | <b>\$1,999,725</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                 |                    |             |                    |             |                    |             |            |             |
|                                    | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |

**DECISION ITEM DETAIL**

| Budget Unit                  | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class          | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>MOTOR CARRIER REFUNDS</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                  |                     |             |                     |             |                     |             |            |             |
| REFUNDS                      | 18,495,445          | 0.00        | 30,035,240          | 0.00        | 30,035,240          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>            | <b>18,495,445</b>   | <b>0.00</b> | <b>30,035,240</b>   | <b>0.00</b> | <b>30,035,240</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>           | <b>\$18,495,445</b> | <b>0.00</b> | <b>\$30,035,240</b> | <b>0.00</b> | <b>\$30,035,240</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE              | \$0                 | 0.00        | \$0                 | 0.00        | \$0                 | 0.00        |            | 0.00        |
| FEDERAL FUNDS                | \$0                 | 0.00        | \$0                 | 0.00        | \$0                 | 0.00        |            | 0.00        |
| OTHER FUNDS                  | \$18,495,445        | 0.00        | \$30,035,240        | 0.00        | \$30,035,240        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

|   |  |
|---|--|
| <b>Department of Transportation</b>   | <b>HB Section: <u>04.415, 04.425</u></b> |
| <b>Program Name: Maintenance</b>  |  |
| <b>Program is found in the following core budget(s): Maintenance</b>  |  |
| <p><b>1a. What strategic priority does this program address?</b><br/>Operate a reliable and convenient transportation system</p> <p><b>1b. What does this program do?</b><br/>           This program funds the maintenance of highways and bridges, for safe and efficient traffic operations on the highway system and to enforce safety regulations for businesses and individuals involved in commercial operations on public highways in and through Missouri.<br/><br/>           The maintenance program provide the public with a safe transportation system through restoration and preservation of roadways and bridges. In addition, this program provides for continual monitoring of safety issues to include prompt emergency response such as removal of snow and ice and responding to other disaster events. Mowing, litter pick-up, intelligent transportation systems (ITS) maintenance and various other activities included in the maintenance program. This core request will ensure the safe and efficient movement of people and goods by funding roadway visibility items such as signing, striping and other traffic-control devices used throughout the state.<br/><br/>           The maintenance program distributes refunds associated with motor carriers. Highway Fund Refunds are issued for various surrendered plates, oversize/overweight (OS/OW) permit overpayments and operating authority overpayments. Motor Fuel Tax Refunds are issued for amounts owed to other states due to the differences in the Missouri state fuel tax rate compared to other states' fuel tax rates. Missouri based carriers file returns quarterly in Missouri, their base jurisdiction, which determines the net tax due or tax overpaid.         </p> <p><b>2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)</b><br/>Article IV, Section 30(b), MO Constitution; 226.220, RSMo; and Title 49 USC 139 and 145.</p> <p><b>3. Are there federal matching requirements? If yes, please explain.</b><br/>Yes, varies depending on the program</p> <p><b>4. Is this a federally mandated program? If yes, please explain.</b><br/>No</p> |  |

## PROGRAM DESCRIPTION

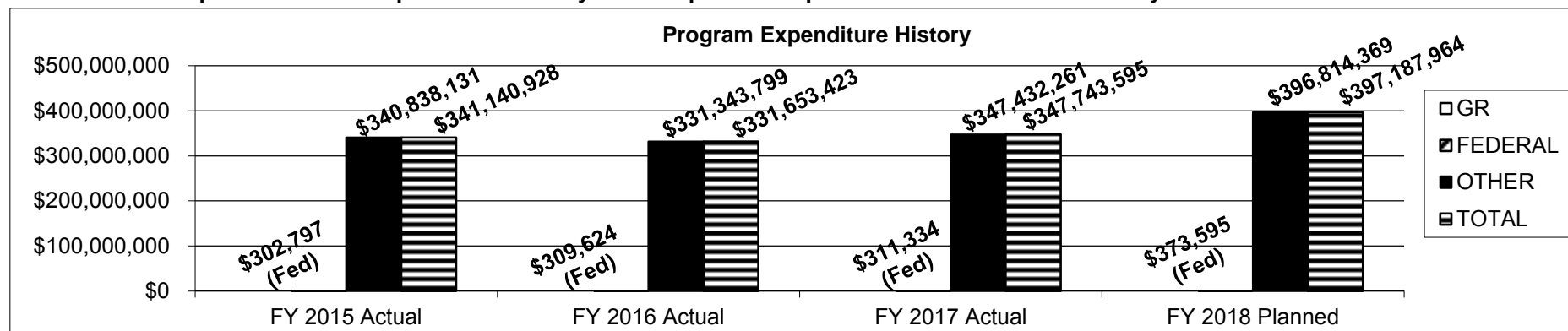
Department of Transportation

HB Section: 04.415, 04.425

Program Name: Maintenance

Program is found in the following core budget(s): Maintenance

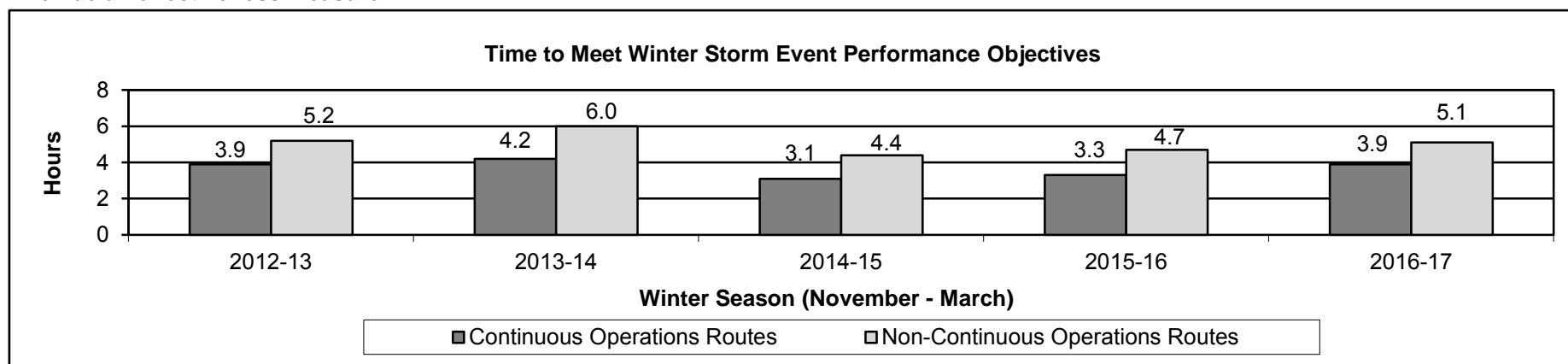
5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



6. What are the sources of the "Other" funds?

State Road Fund (0320) and State Highways and Transportation Department Fund (0644)

7a. Provide an effectiveness measure.



Performance objectives are to restore the continuous operations routes (major routes) to a mostly clear condition as soon as possible and have the lower-volume non-continuous operations routes (minor routes) open to two-way traffic and treated with salt and/or abrasives at critical areas such as intersections, hills and curves as soon as possible.

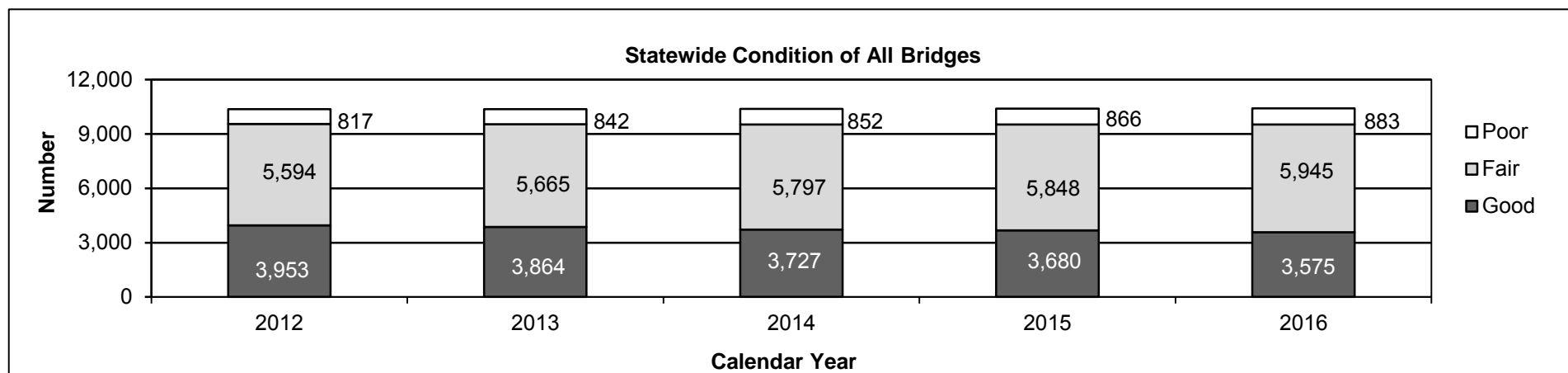
## PROGRAM DESCRIPTION

Department of Transportation

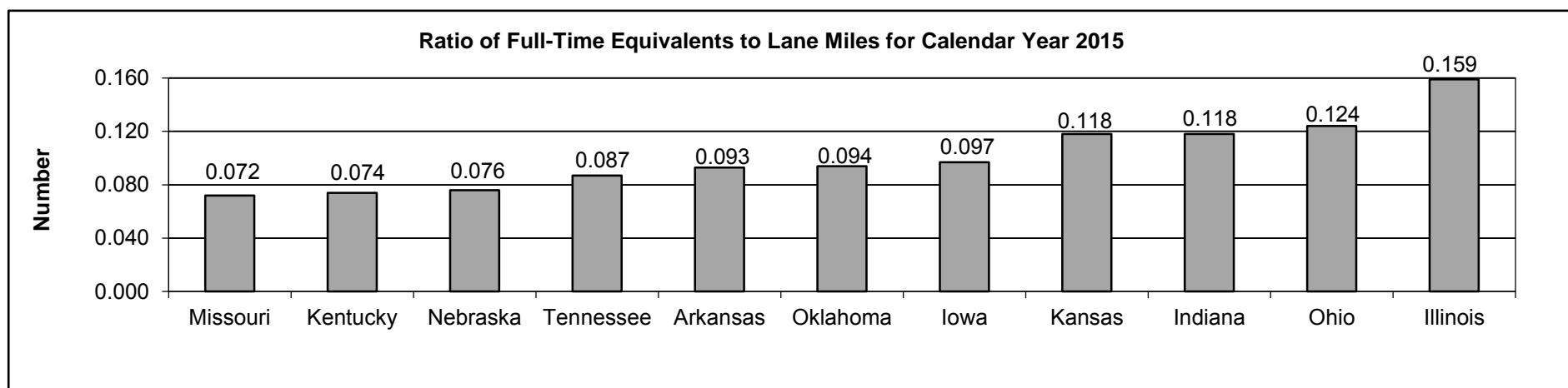
HB Section: 04.415, 04.425

Program Name: Maintenance

Program is found in the following core budget(s): Maintenance



## 7b. Provide an efficiency measure.



Full-time equivalents (FTEs) is the total number of hours worked or on paid leave divided by 2,080. The ratio in this measure was calculated by dividing the FTEs by the number of lane miles on the state road system. Data for 2016 was not available at the time of publication.

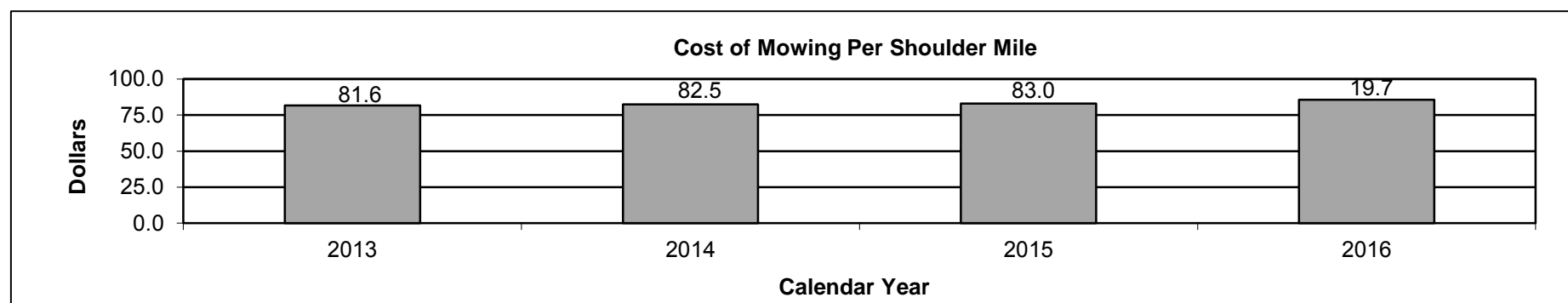
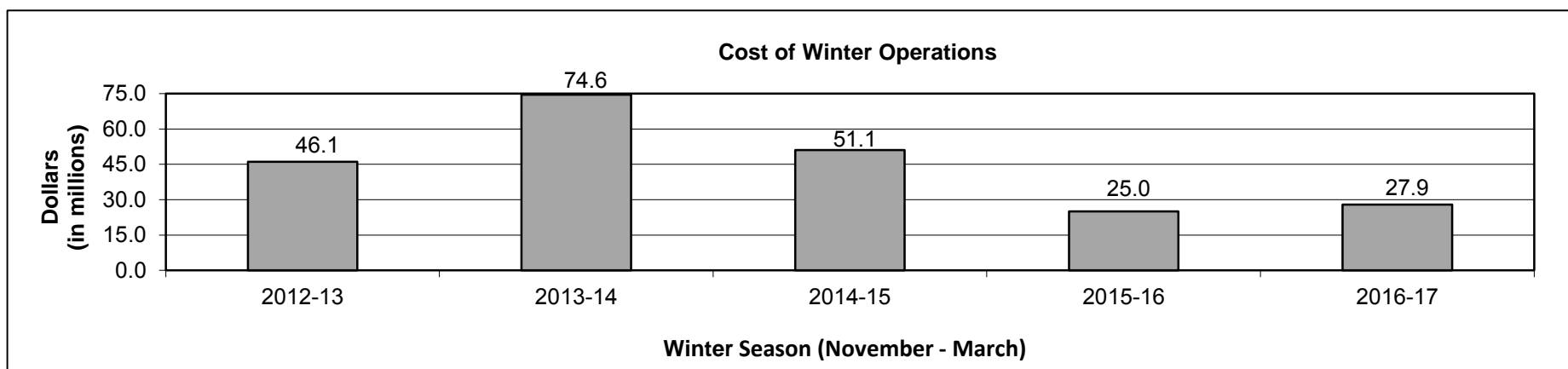
## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.415, 04.425

Program Name: Maintenance

Program is found in the following core budget(s): Maintenance



**7c. Provide the number of clients/individuals served, if applicable.**

The number of licensed drivers in Missouri in fiscal year 2017 was 4,213,302.

## PROGRAM DESCRIPTION

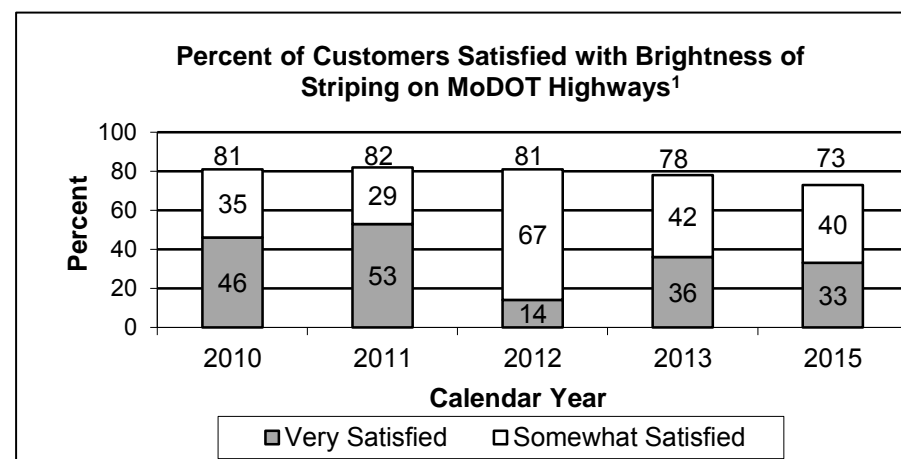
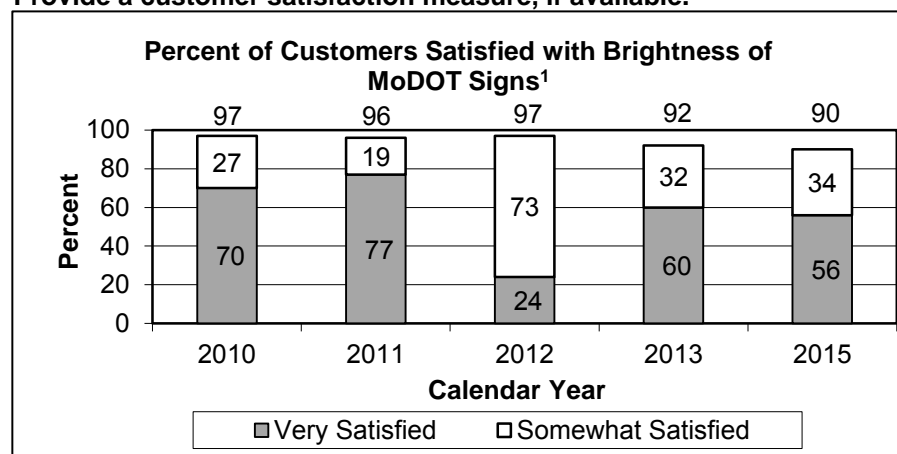
Department of Transportation

HB Section: 04.415, 04.425

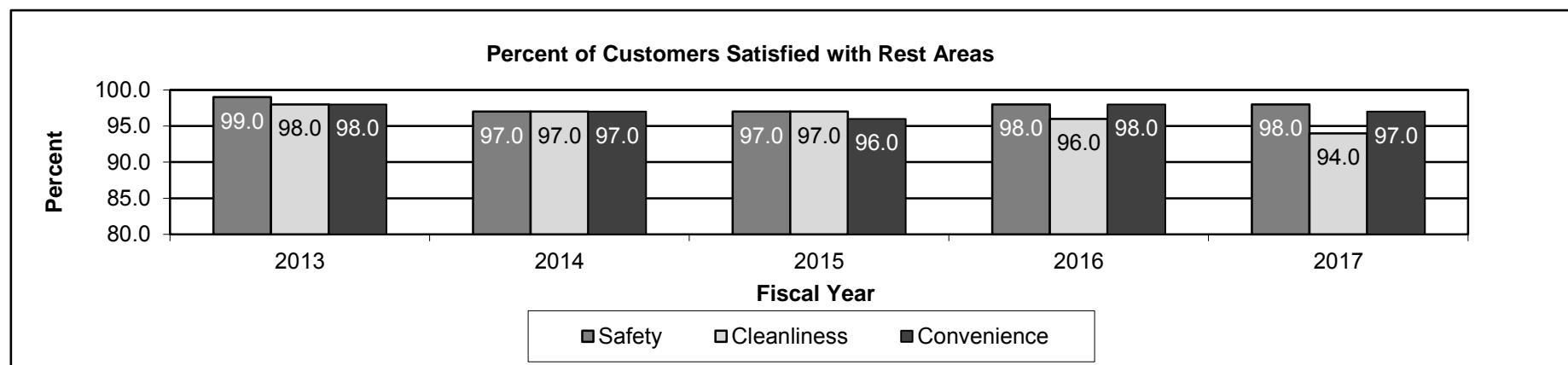
Program Name: Maintenance

Program is found in the following core budget(s): Maintenance

7d. Provide a customer satisfaction measure, if available.



<sup>1</sup>Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graphs measure the public's satisfaction with the brightness of MoDOT signs and striping on highways. No survey was conducted in calendar years 2014 and 2016.





## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.415, 04.425

Program Name: Highway Safety Grants

Program is found in the following core budget(s): Maintenance

## 1a. What strategic priority does this program address?

Keep customers and ourselves safe

## 1b. What does this program do?

This program is for various Highway Safety grant programs. Grant funding is designated specifically for behavioral traffic safety programs. The goal is for the program to help reduce death and injury resulting from traffic crashes.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 23 USC 401-412

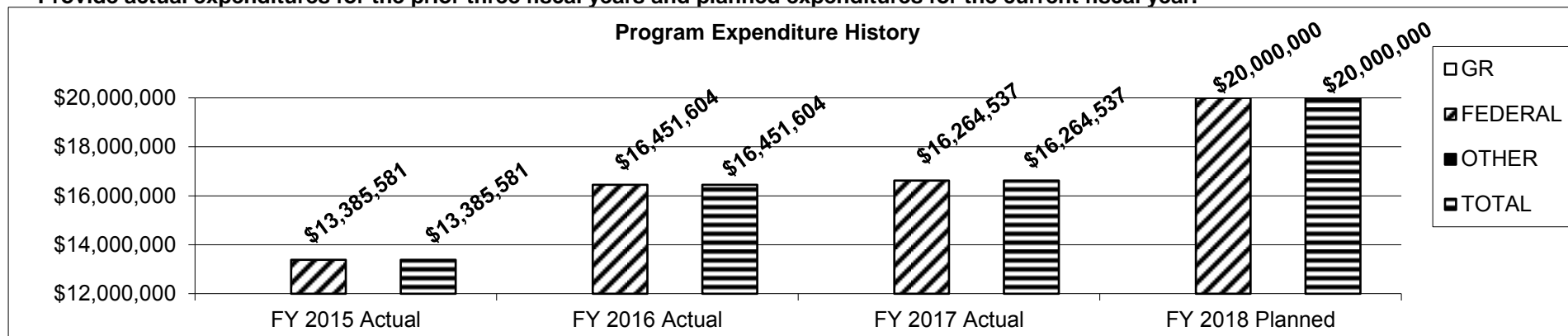
## 3. Are there federal matching requirements? If yes, please explain.

Yes. Depending on the program, the state must provide from zero to 25 percent match of cash or in-kind.

## 4. Is this a federally mandated program? If yes, please explain.

Yes. Pursuant to Title 23 U.S.C. Section 154, Open Container Requirements, a transfer of two and a half percent of National Highway Performance and Surface Transportation Program apportionments must be used for educational safety or hazard elimination roadway projects due to Missouri not having laws in accordance with federal guidelines.

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other" funds?

N/A

## PROGRAM DESCRIPTION

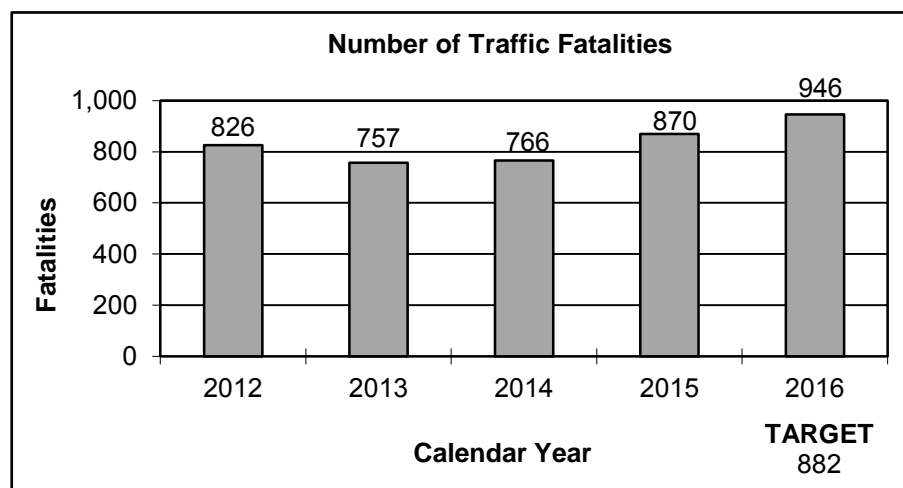
Department of Transportation

HB Section: 04.415, 04.425

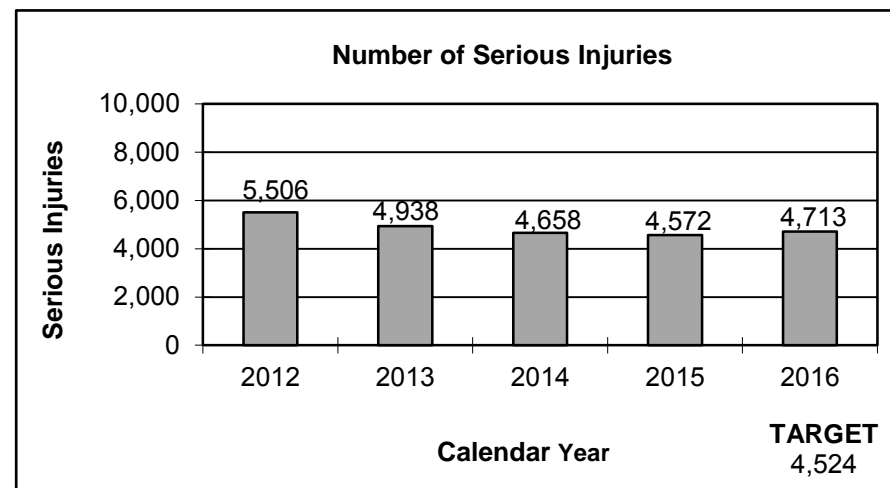
Program Name: Highway Safety Grants

Program is found in the following core budget(s): Maintenance

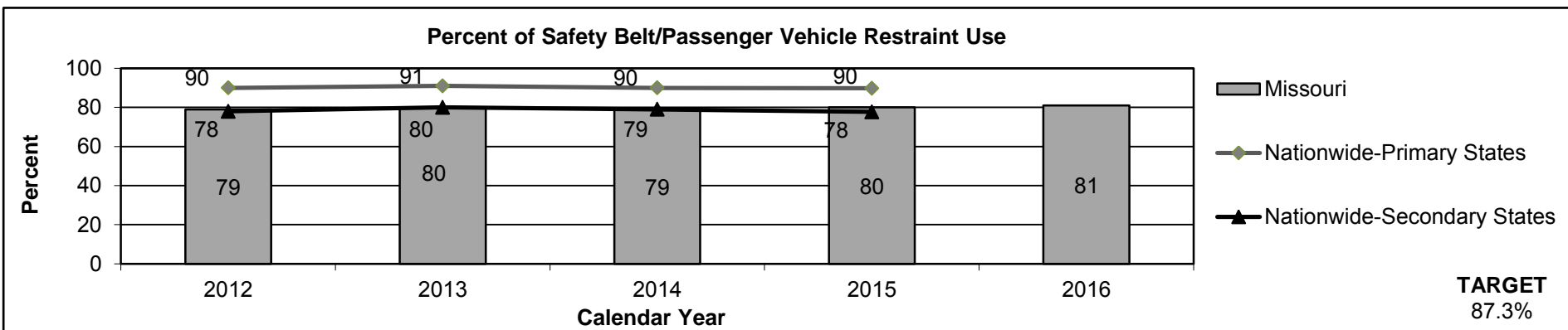
7a. Provide an effectiveness measure.



MoDOT's target is based on a seven percent improvement rate from the immediate prior year fatalities.



MoDOT's target is based on a four percent improvement rate from the immediate prior year serious injuries.



States with a primary seat belt law rank highest on seat belt use nationwide. States that have a secondary law continue to rate lowest in national rankings. Nationwide information was not available for calendar year 2016. MoDOT's target is established by projecting a 10 percent improvement over a five year average.

## PROGRAM DESCRIPTION

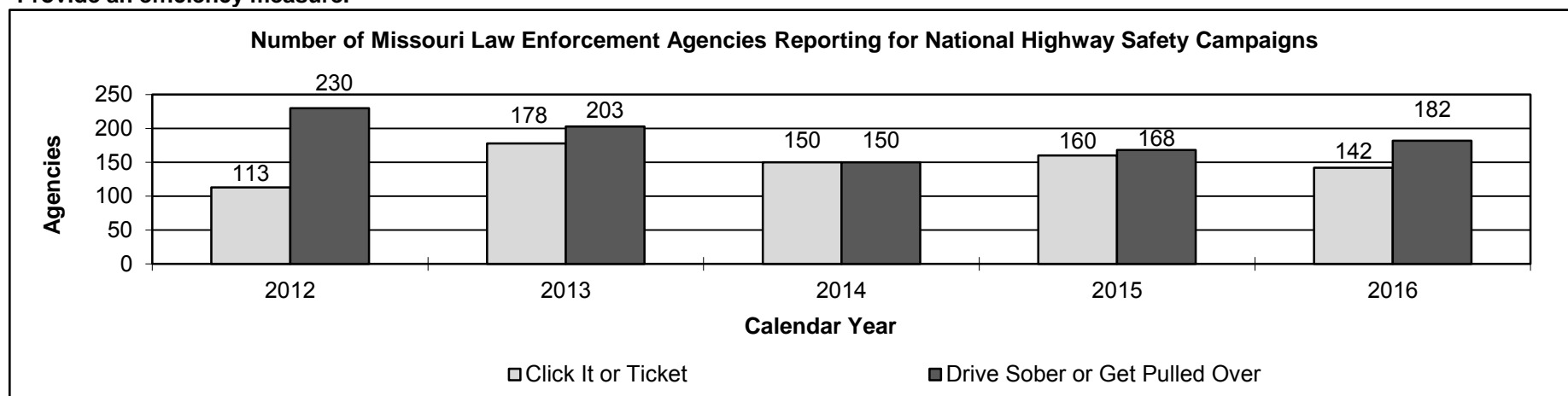
Department of Transportation

HB Section: 04.415, 04.425

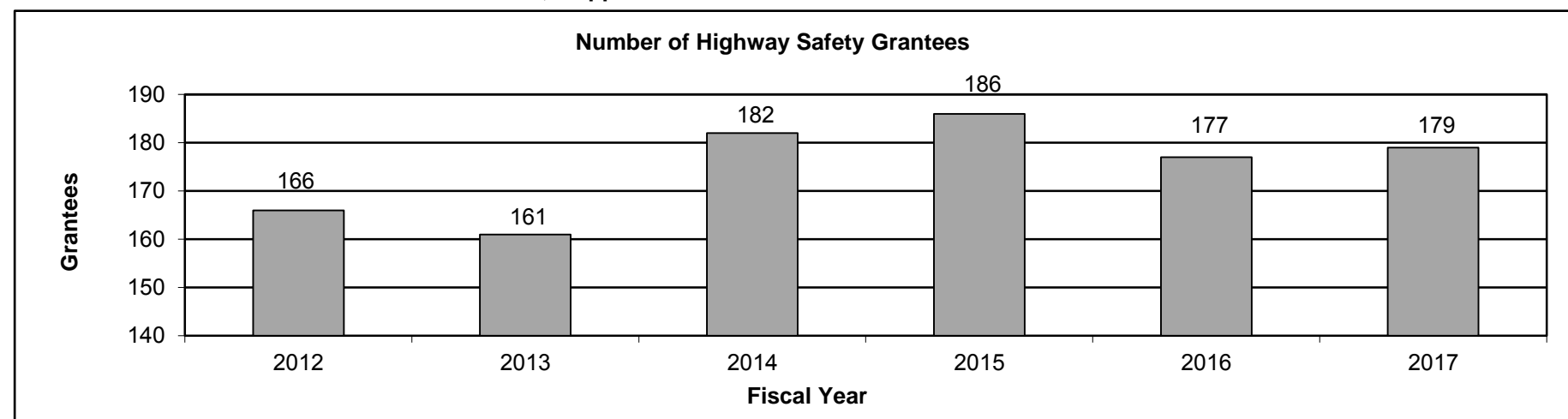
Program Name: Highway Safety Grants

Program is found in the following core budget(s): Maintenance

7b. Provide an efficiency measure.



7c. Provide the number of clients/individuals served, if applicable.



## PROGRAM DESCRIPTION

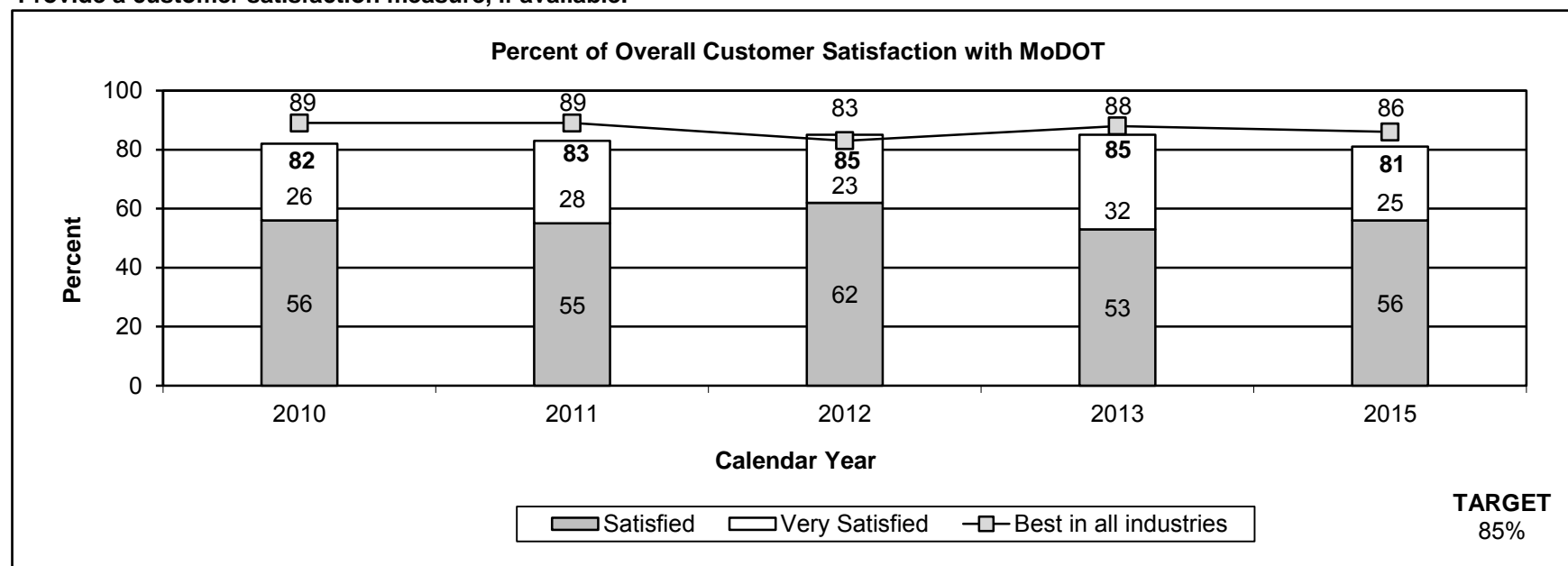
Department of Transportation

HB Section: 04.415, 04.425

Program Name: Highway Safety Grants

Program is found in the following core budget(s): Maintenance

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.415, 04.425Program Name: Motor Carrier Safety Assistance ProgramProgram is found in the following core budget(s): Maintenance**1a. What strategic priority does this program address?**

Keep customers and ourselves safe

**1b. What does this program do?**

The Motor Carrier Safety Assistance Program (MCSAP) focuses on the development and implementation of programs to enforce rules, regulations, standards and out-of-service orders applicable to commercial motor vehicle safety. Programs implemented include roadside inspections of all commercial motor vehicles (CMVs), compliance reviews, motor coach inspections, safety compliance audits, CMVs traffic enforcement, traffic enforcement of passenger vehicles around CMVs, data collection and reporting, public information and education, drug interdiction and Commercial Drivers License (CDL) skills testing compliance.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

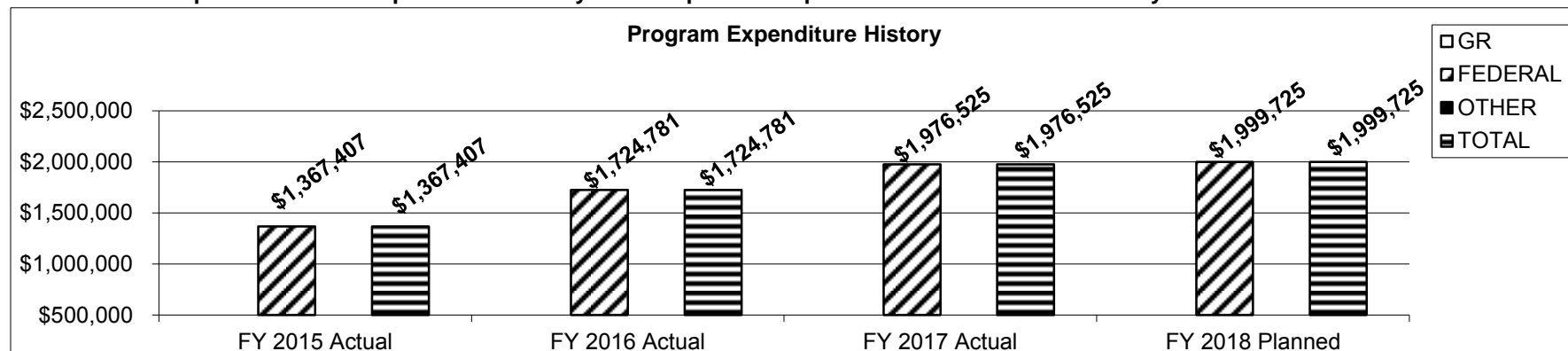
Title 49 USC 311-317

**3. Are there federal matching requirements? If yes, please explain.**

Yes, the state must provide 15 percent match of cash or in-kind.

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other" funds?**

N/A

## PROGRAM DESCRIPTION

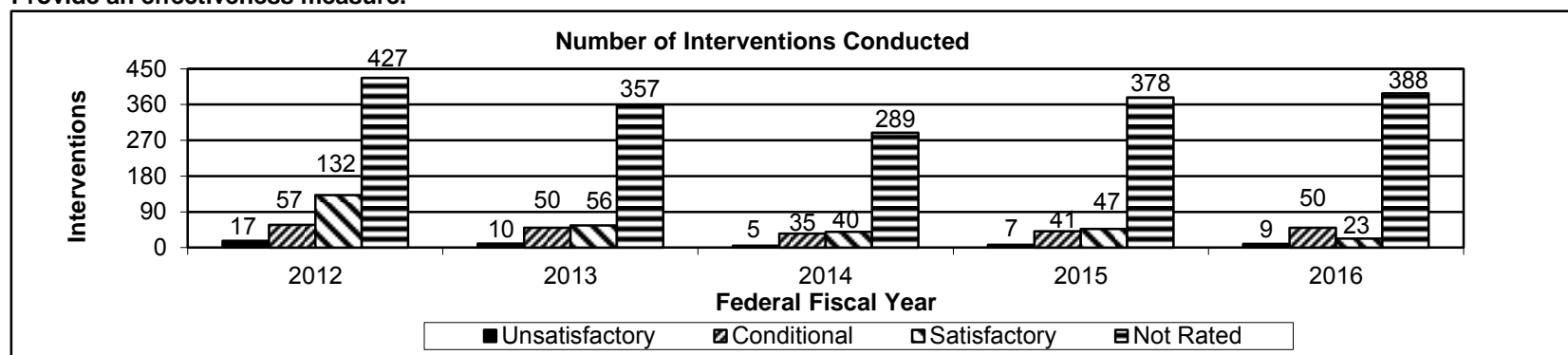
Department of Transportation

HB Section: 04.415, 04.425

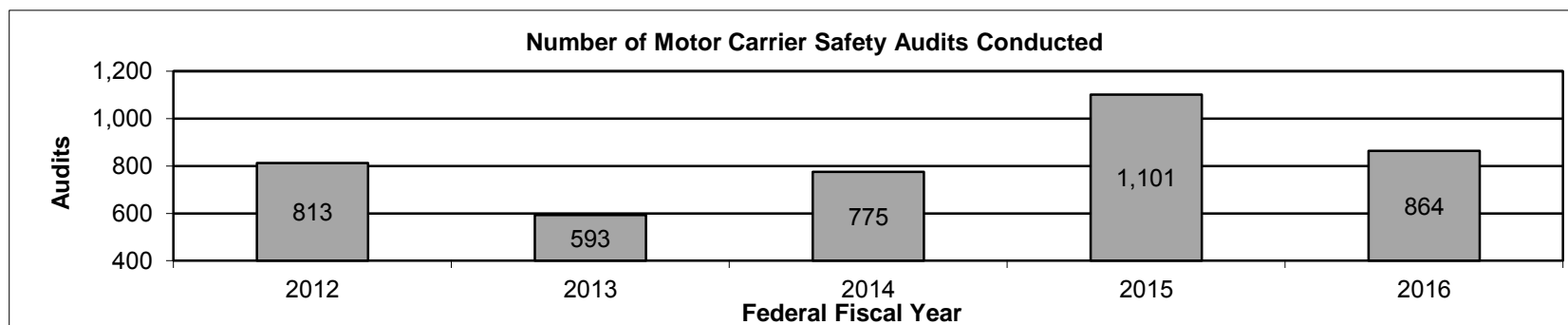
Program Name: Motor Carrier Safety Assistance Program

Program is found in the following core budget(s): Maintenance

## 7a. Provide an effectiveness measure.



An intervention is an examination of motor carrier operations, such as driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. A not rated intervention is the result of a limited examination in which no violations are discovered or the violations did not result in an adverse rating of conditional or unsatisfactory.



A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls.

## PROGRAM DESCRIPTION

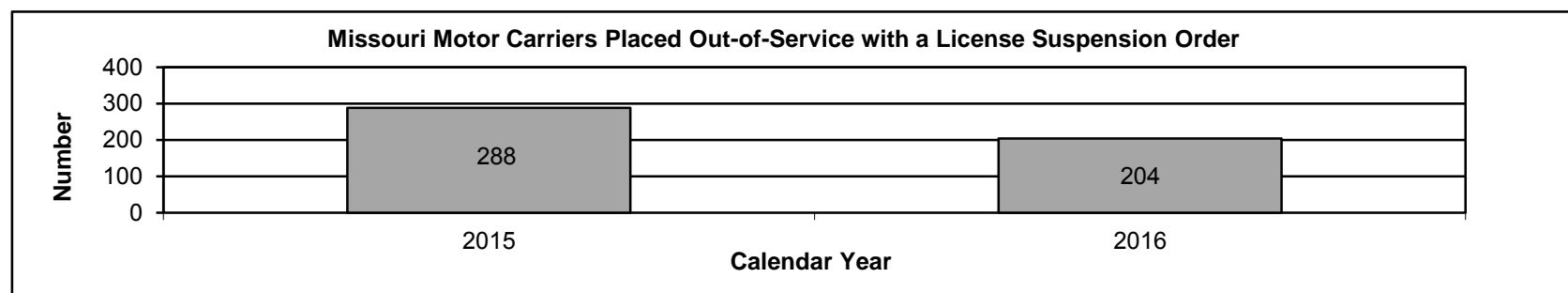
Department of Transportation

HB Section: 04.415, 04.425

Program Name: Motor Carrier Safety Assistance Program

Program is found in the following core budget(s): Maintenance

7b. Provide an effectiveness measure.

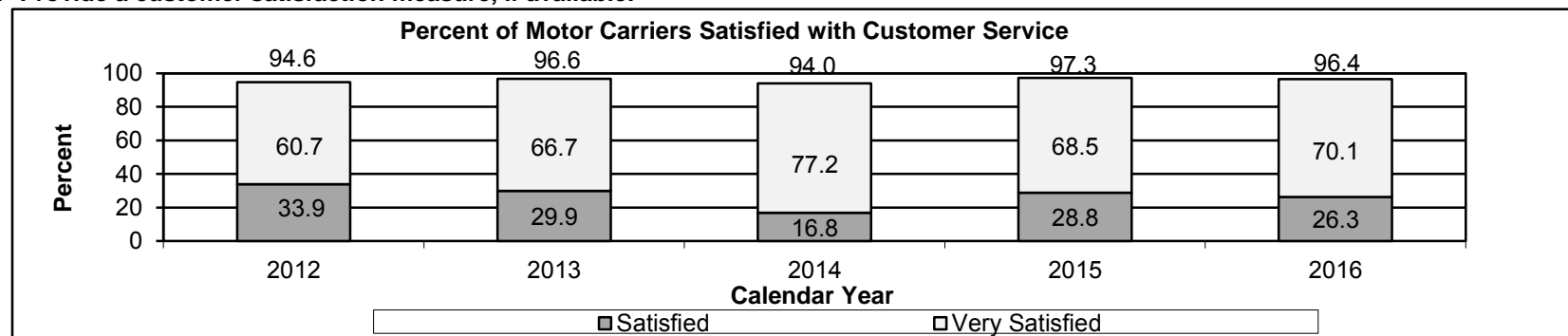


The Federal Motor Carrier Safety Association (FMCSA) places carriers out-of-service for safety related issues. Carriers placed out-of-service can no longer legally operate and must turn in their state-issued license plates. The department seeks to reduce the number of motor carriers placed out-of-service with a license suspension order by completing motor carrier safety interventions and audits and outreach presentation. These are completed in the hopes of preventing future high-risk behavior or other safety issues that could result in an out-of-service order.

7c. Provide the number of clients/individuals served, if applicable.

The department serves more than 29,000 commercial motor vehicle businesses with approximately 61,000 registered commercial trucks.

7d. Provide a customer satisfaction measure, if available.



This data is collected in a survey. Each month, 800 customers are randomly selected. Our vendor ensures a customer is not contacted more than once in a six month period. Respondents identify the services they use when doing business with Motor Carrier Services and indicate their rating for level of service received.

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.415, 04.425

Program Name: Motorcycle Safety Training Program

Program is found in the following core budget(s): Maintenance

## 1a. What strategic priority does this program address?

Keep customers and ourselves safe

## 1b. What does this program do?

MoDOT's Highway Safety Division administers the funds deposited in the Motorcycle Safety Trust Fund. These funds are used to fund the Motorcycle Safety Training Program. State statute requires a \$1 surcharge from all criminal cases, including violations of county ordinances, be deposited into the trust fund.

In calendar year 2016, 4,641 individuals received training through various motorcycle training courses offered through the University of Central Missouri. The training includes basic and advanced riding, motorcycle inspection and care, instructor training and professional development.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Section 302.137, RSMo.

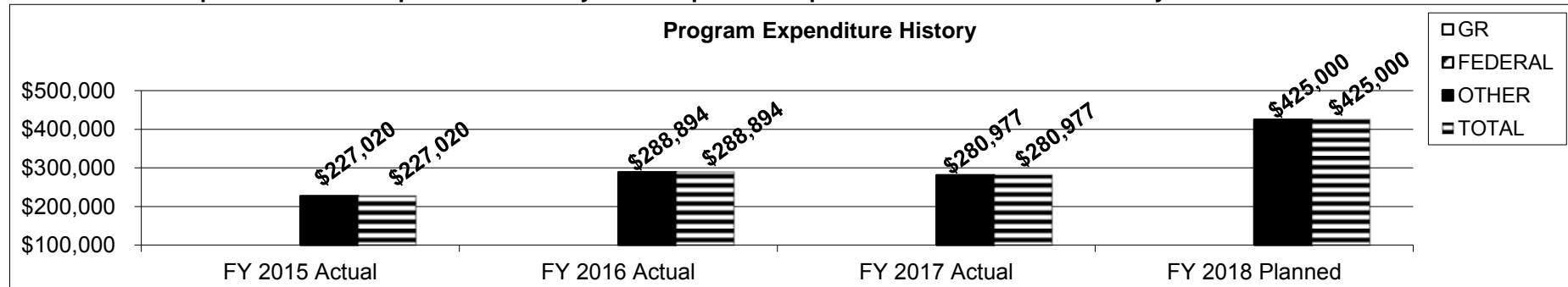
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other" funds?

Motorcycle Safety Trust Fund (0246)



## PROGRAM DESCRIPTION

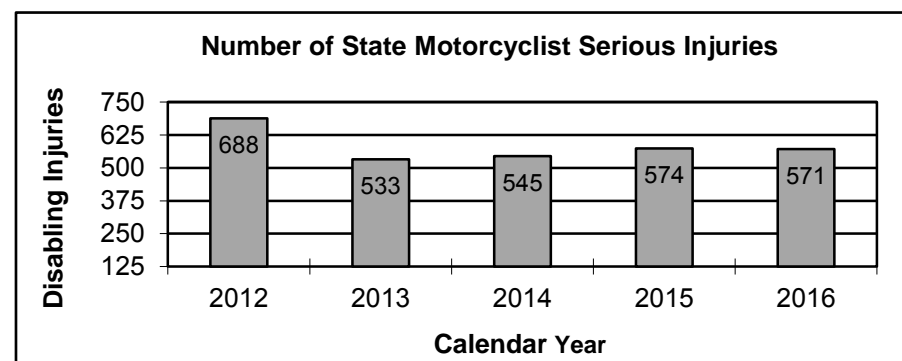
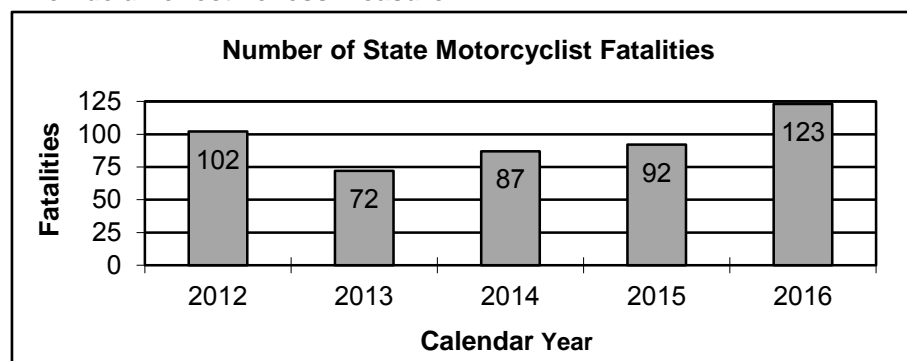
Department of Transportation

HB Section: 04.415, 04.425

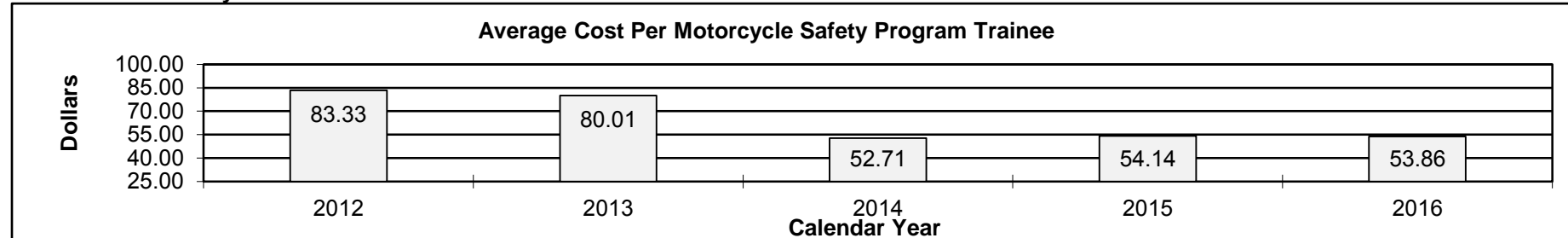
Program Name: Motorcycle Safety Training Program

Program is found in the following core budget(s): Maintenance

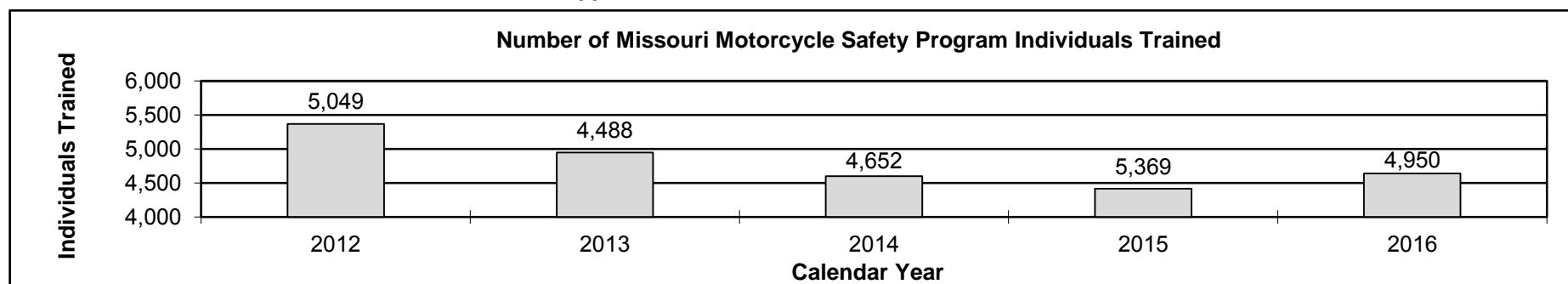
7a. Provide an effectiveness measure.



7b. Provide an efficiency measure.



7c. Provide the number of clients/individuals served, if applicable.



## PROGRAM DESCRIPTION

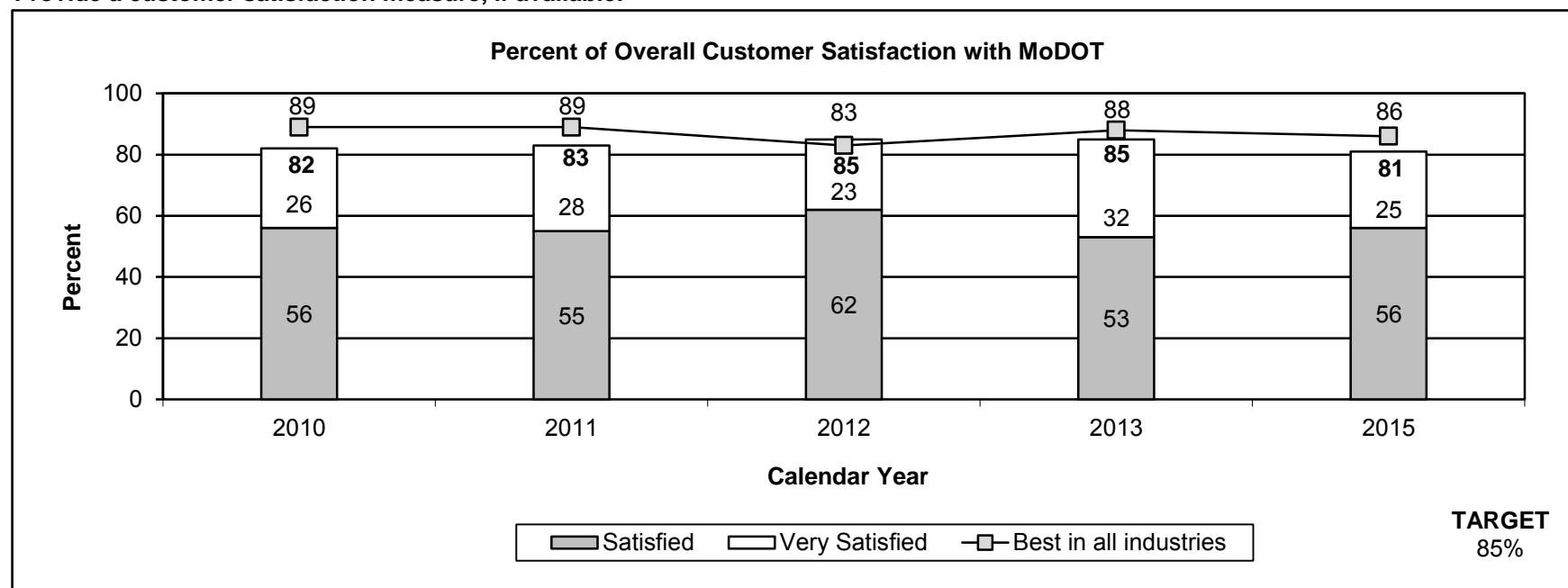
Department of Transportation

HB Section: 04.415, 04.425

Program Name: Motorcycle Safety Training Program

Program is found in the following core budget(s): Maintenance

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.415, 04.425Program Name: Ferryboat OperationsProgram is found in the following core budget(s): Maintenance**1a. What strategic priority does this program address?**

Operate a reliable and convenient transportation system

**1b. What does this program do?**

Ferryboats are moveable bridges used in lieu of constructing a permanent bridge. The Ferryboat Operations program provides operating assistance to Missouri's two public ferries that cross into Illinois at Ste. Genevieve County (New Bourbon) and Kentucky at Mississippi County. Without these ferry services, tourists, freight, and other passengers would be required to drive to the nearest bridge crossing, a one-way detour of 44 miles for Ste. Genevieve County and 82 miles for Mississippi County.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

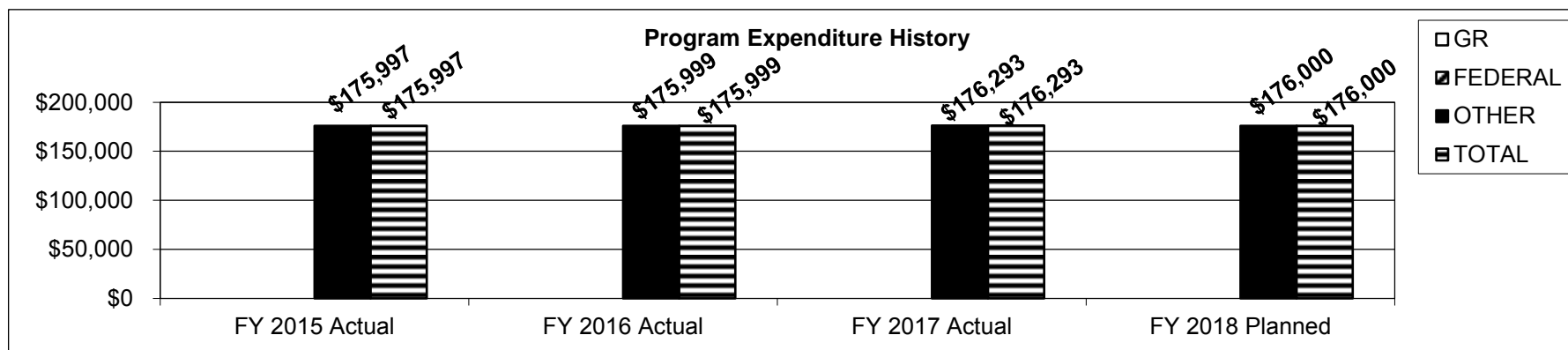
Article IV, Section 30(b) and (c), MO Constitution, 68.035 and 226.220, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other" funds?**

State Road Fund (0320)

## PROGRAM DESCRIPTION

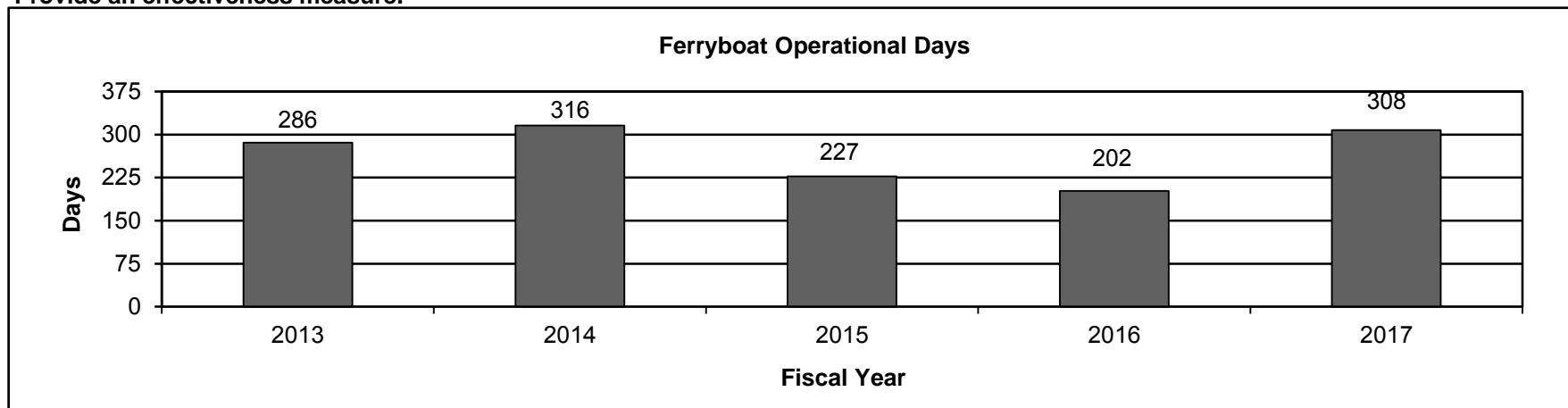
Department of Transportation

HB Section: 04.415, 04.425

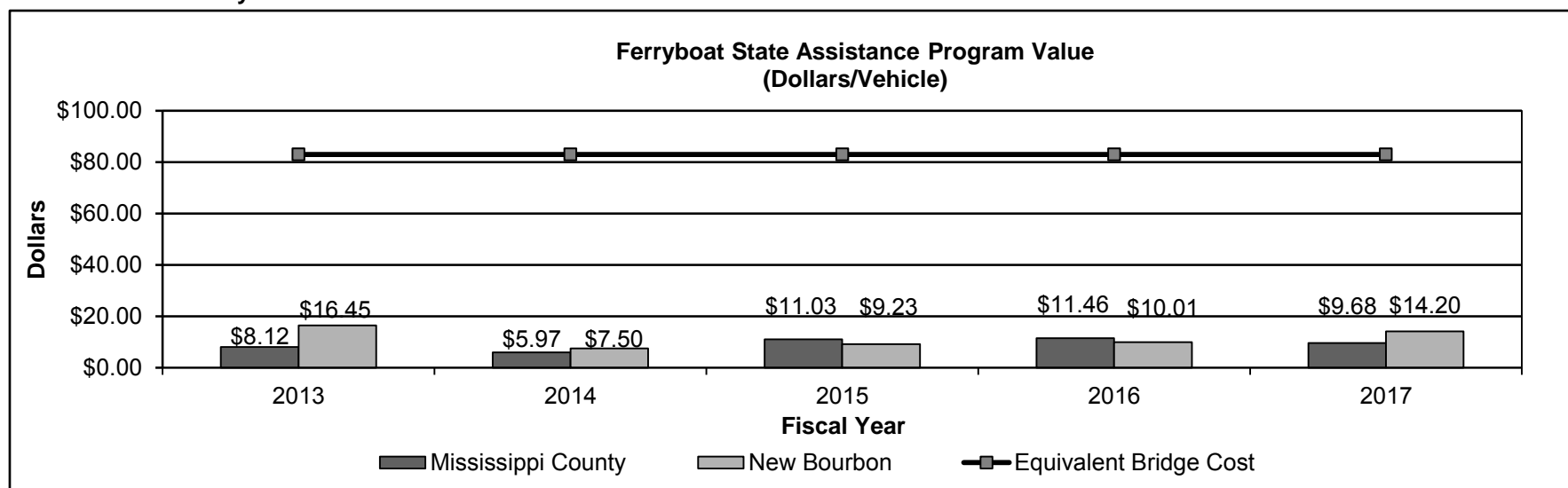
Program Name: Ferryboat Operations

Program is found in the following core budget(s): Maintenance

7a. Provide an effectiveness measure.



7b. Provide an efficiency measure.



## PROGRAM DESCRIPTION

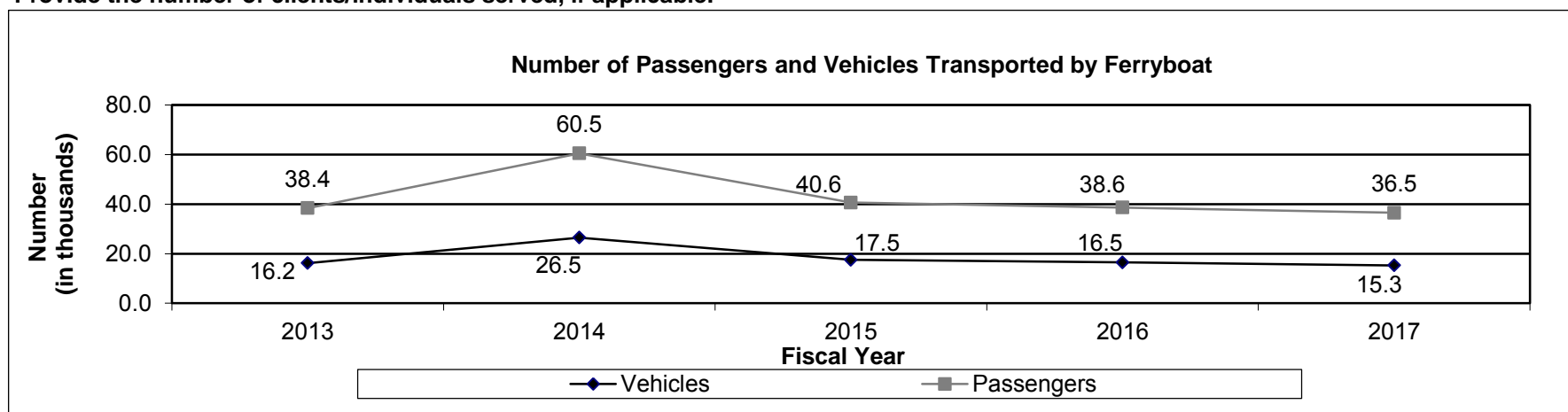
Department of Transportation

HB Section: 04.415, 04.425

Program Name: Ferryboat Operations

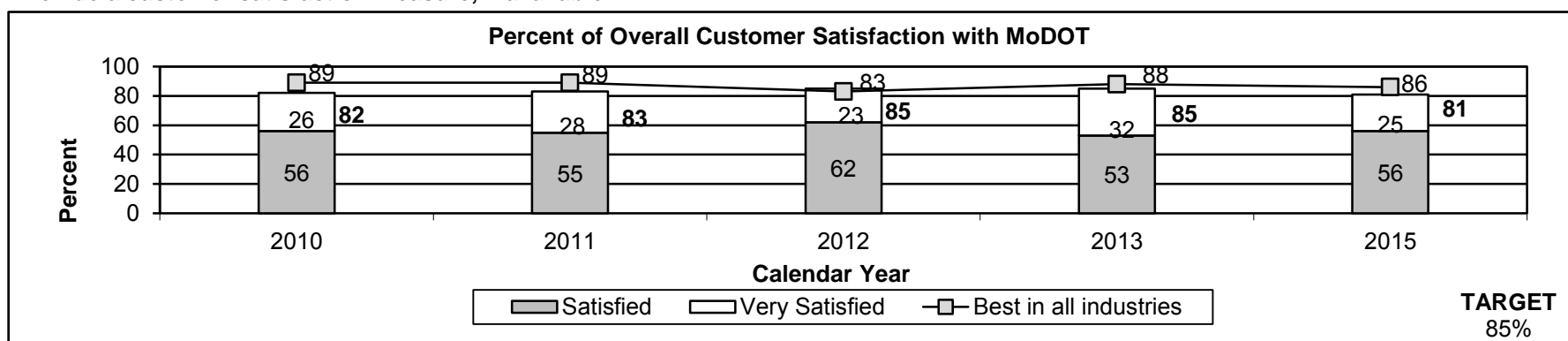
Program is found in the following core budget(s): Maintenance

7c. Provide the number of clients/individuals served, if applicable.



Ferryboats are located in New Bourbon and Mississippi County.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

## NEW DECISION ITEM

RANK: 8 OF 12

|   |  |
|---|--|
| Department of Transportation                                      | Budget Unit: <u>Maintenance</u>              |
| Division: <u>Maintenance</u>                                      |  |
| DI Name: <u>Motor Carrier Safety Assistance Program Expansion</u> | DI# <u>1605016</u> HB Section: <u>04.415</u> |

## 1. AMOUNT OF REQUEST

| FY 2019 Budget Request |            |                    |            |                    |
|------------------------|------------|--------------------|------------|--------------------|
|                        | GR         | Federal            | Other      | Total E            |
| PS                     | \$0        | \$0                | \$0        | \$0                |
| EE                     | \$0        | \$0                | \$0        | \$0                |
| PSD                    | \$0        | \$1,300,000        | \$0        | \$1,300,000        |
| TRF                    | \$0        | \$0                | \$0        | \$0                |
| Total                  | <b>\$0</b> | <b>\$1,300,000</b> | <b>\$0</b> | <b>\$1,300,000</b> |

|      |      |      |      |      |
|------|------|------|------|------|
| FTE  | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0  | \$0  | \$0  | \$0  |
| HB 5 | \$0  | \$0  | \$0  | \$0  |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| Total                             | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

|      |      |      |      |      |
|------|------|------|------|------|
| FTE  | 0.00 | 0.00 | 0.00 | 0.00 |
| HB 4 | \$0  | \$0  | \$0  | \$0  |
| HB 5 | \$0  | \$0  | \$0  | \$0  |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

## 2. THIS REQUEST CAN BE CATEGORIZED AS:

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

## 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

## Title 49 USC 311-317

This decision item is requested for an increase in federal funding for the Motor Carrier Safety Assistance Program (MCSAP). MoDOT plans to use this funding for increased commercial motor vehicle (CMV) enforcement. CMV enforcement will be provided by MoDOT Motor Carrier Services, Missouri State Highway Patrol, Kansas City Board of Police Commissioners, St. Louis Metro Police Department, Franklin County Sherriff's Department and St. Louis County Police Department.

## NEW DECISION ITEM

RANK: 8 OF 12

|   |  |  |                                 |                           |  |
|---|--|--|---------------------------------|---------------------------|--|
| Department of Transportation                                      |  |  | Budget Unit: <u>Maintenance</u> |                           |  |
| Division: <u>Maintenance</u>                                      |  |  |                                 |                           |  |
| DI Name: <u>Motor Carrier Safety Assistance Program Expansion</u> |  |  | DI# <u>1605016</u>              | HB Section: <u>04.415</u> |  |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

Based on an increase in a grant from the Federal Motor Carrier Safety Administration, the department anticipates an increase of \$1.3 million in federal funding for this program in fiscal year 2019 and future fiscal years.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

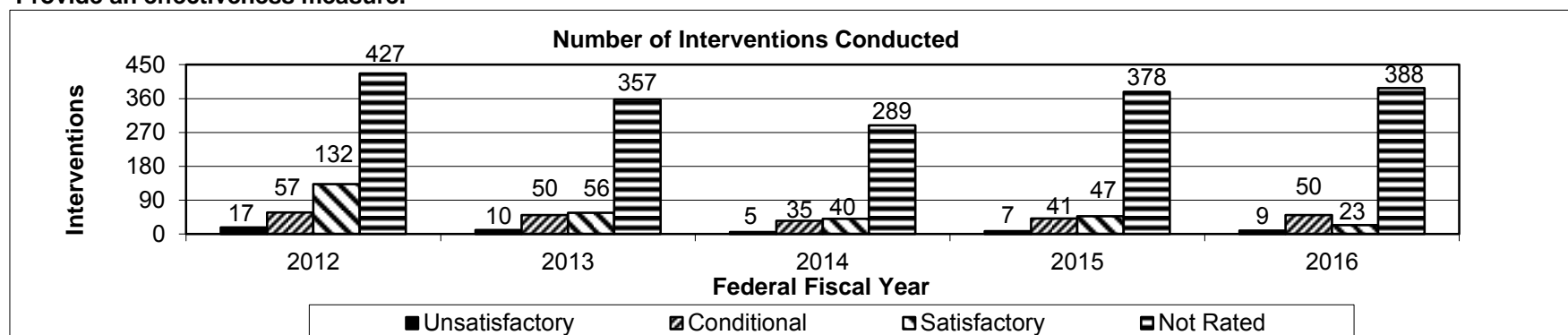
| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| Total PS                      | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| Total EE                      | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Program Distributions (800)   |                           |                       | \$1,300,000                |                        |                              |                          | \$1,300,000                  |                          |                                 |   |
| Total PSD                     | \$0                       |                       | \$1,300,000                |                        | \$0                          |                          | \$1,300,000                  |                          | \$0                             |   |
| Total TRF                     | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Grand Total                   | \$0                       | 0.0                   | \$1,300,000                | 0.0                    | \$0                          | 0.0                      | \$1,300,000                  | 0.0                      | \$0                             |   |

NEW DECISION ITEM  
RANK: 8 OF 12

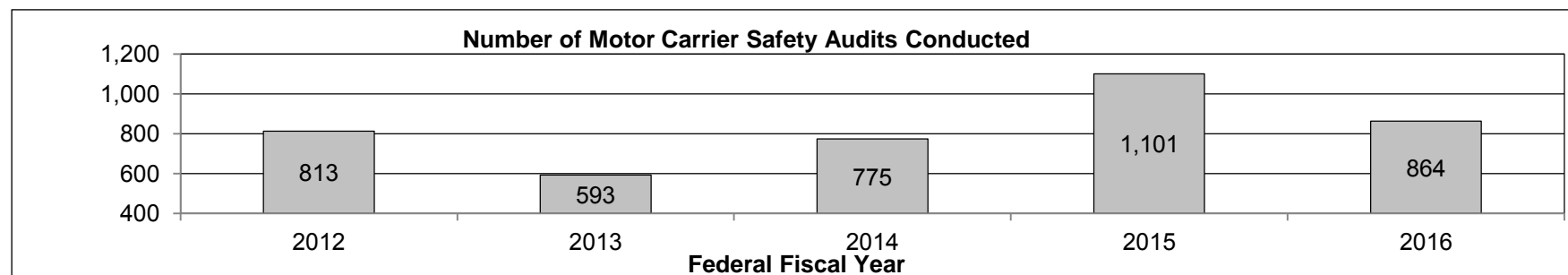
|   |  |
|---|--|
| Department of Transportation                                      | Budget Unit: <u>Maintenance</u>              |
| Division: <u>Maintenance</u>                                      |  |
| DI Name: <u>Motor Carrier Safety Assistance Program Expansion</u> | DI# <u>1605016</u> HB Section: <u>04.415</u> |

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

**6a. Provide an effectiveness measure.**



An intervention is an examination of motor carrier operations, such as driver's hours of service, vehicle maintenance and inspection, driver qualification, controlled substance and alcohol testing, commercial driver's license requirements, financial responsibility, accidents, hazardous materials and other safety and transportation records to determine a motor carrier's compliance with safety regulations. A not rated intervention is the result of a limited examination in which no violations are discovered or the violations did not result in an adverse rating of conditional or unsatisfactory.



A safety audit is an examination of motor carrier operators that want to enter the business by obtaining a United States Department of Transportation (USDOT) number. Investigators review the operational requirements and gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls.

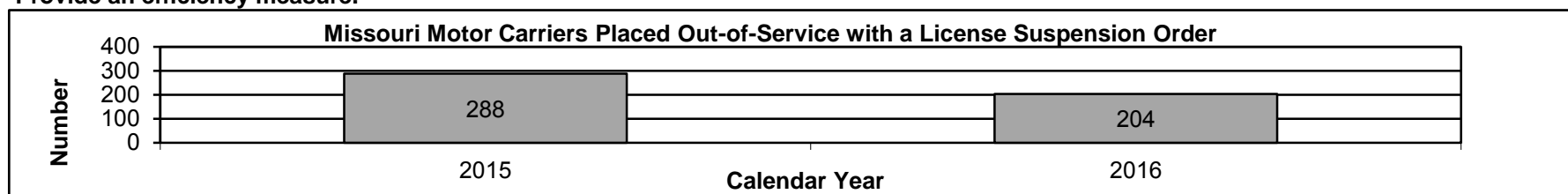


## NEW DECISION ITEM

RANK: 8 OF 12

|   |  |
|---|--|
| Department of Transportation                                      | Budget Unit: <u>Maintenance</u>              |
| Division: <u>Maintenance</u>                                      |  |
| DI Name: <u>Motor Carrier Safety Assistance Program Expansion</u> | DI# <u>1605016</u> HB Section: <u>04.415</u> |

## 6b. Provide an efficiency measure.

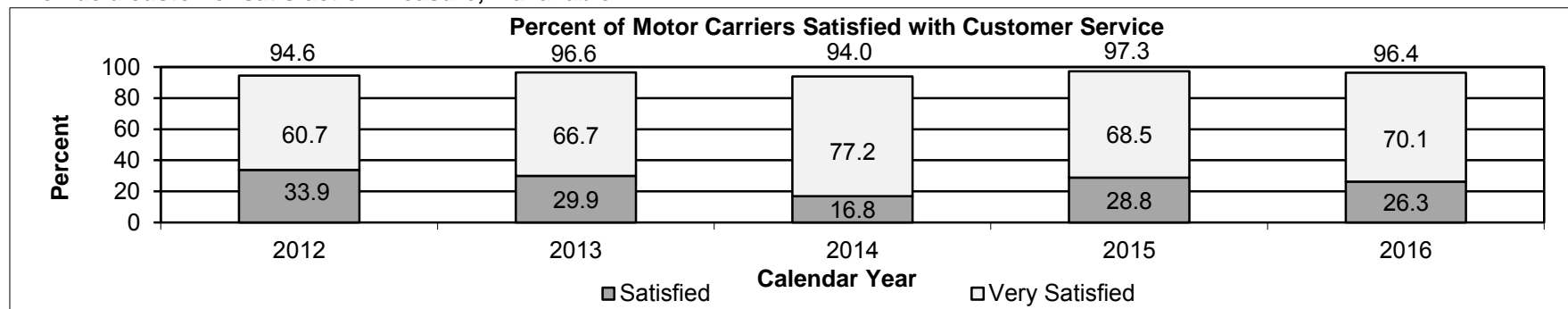


The Federal Motor Carrier Safety Association (FMCSA) places carriers out-of-service for safety related issues. Carriers placed out-of-service can no longer legally operate and must turn in their state-issued license plates. The department seeks to reduce the number of motor carriers placed out-of-service with a license suspension order by completing motor carrier safety interventions, audits and outreach presentations. These are completed in the hopes of preventing future high-risk behavior or other safety issues that could result in an out-of-service order.

## 6c. Provide the number of clients/individuals served, if applicable.

The department serves more than 29,000 commercial motor vehicle businesses with approximately 61,000 registered commercial trucks.

## 6d. Provide a customer satisfaction measure, if available.



This data is collected in a survey. Each month, 800 customers are randomly selected. Our vendor ensures a customer is not contacted more than once in a six month period. Respondents identify the services they use when doing business with Motor Carrier Services and indicate their rating for level of service received.

NEW DECISION ITEM

RANK: 8 OF 12

|  |                                |
|--|--------------------------------|
| Department of Transportation                               | Budget Unit: Maintenance       |
| Division: Maintenance                                      |                                |
| DI Name: Motor Carrier Safety Assistance Program Expansion | DI# 1605016 HB Section: 04.415 |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**  
Continue to invest in developing and implementing consistent, uniform and effective commercial motor vehicle safety programs to reduce the number and severity of crashes involving commercial motor vehicles.

**DECISION ITEM DETAIL**

| Budget Unit                        | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|------------------------------------|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                      | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>MOTOR CARRIER SAFETY ASSIST</b> |            |             |            |             |                    |             |            |             |
| <b>MCSAP Program - 1605016</b>     |            |             |            |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS              | 0          | 0.00        | 0          | 0.00        | 1,300,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                  | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>1,300,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$1,300,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                    | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                      | \$0        | 0.00        | \$0        | 0.00        | \$1,300,000        | 0.00        |            | 0.00        |
| OTHER FUNDS                        | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |



## DECISION ITEM SUMMARY

| Budget Unit                              |                     |               |                     |               |                     |               |            |             |  |
|--|---------------------|---------------|---------------------|---------------|---------------------|---------------|------------|-------------|--|
| Decision Item                            | FY 2017             | FY 2017       | FY 2018             | FY 2018       | FY 2019             | FY 2019       | *****      | *****       |  |
| Budget Object Summary                    | ACTUAL              | ACTUAL        | BUDGET              | BUDGET        | DEPT REQ            | DEPT REQ      | SECURED    | SECURED     |  |
| Fund                                     | DOLLAR              | FTE           | DOLLAR              | FTE           | DOLLAR              | FTE           | COLUMN     | COLUMN      |  |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |                     |               |                     |               |                     |               |            |             |  |
| <b>CORE</b>                              |                     |               |                     |               |                     |               |            |             |  |
| PERSONAL SERVICES                        |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 10,459,258          | 213.45        | 14,320,326          | 299.25        | 14,320,326          | 299.25        | 0          | 0.00        |  |
| TOTAL - PS                               | 10,459,258          | 213.45        | 14,320,326          | 299.25        | 14,320,326          | 299.25        | 0          | 0.00        |  |
| EXPENSE & EQUIPMENT                      |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 56,040,936          | 0.00          | 69,147,894          | 0.00          | 69,147,894          | 0.00          | 0          | 0.00        |  |
| TOTAL - EE                               | 56,040,936          | 0.00          | 69,147,894          | 0.00          | 69,147,894          | 0.00          | 0          | 0.00        |  |
| PROGRAM-SPECIFIC                         |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 21,191              | 0.00          | 1,052,106           | 0.00          | 1,052,106           | 0.00          | 0          | 0.00        |  |
| TOTAL - PD                               | 21,191              | 0.00          | 1,052,106           | 0.00          | 1,052,106           | 0.00          | 0          | 0.00        |  |
| <b>TOTAL</b>                             | <b>66,521,385</b>   | <b>213.45</b> | <b>84,520,326</b>   | <b>299.25</b> | <b>84,520,326</b>   | <b>299.25</b> | <b>0</b>   | <b>0.00</b> |  |
| <b>MODOT Pay Plan - 1605005</b>          |                     |               |                     |               |                     |               |            |             |  |
| PERSONAL SERVICES                        |                     |               |                     |               |                     |               |            |             |  |
| STATE ROAD                               | 0                   | 0.00          | 0                   | 0.00          | 492,707             | 0.00          | 0          | 0.00        |  |
| TOTAL - PS                               | 0                   | 0.00          | 0                   | 0.00          | 492,707             | 0.00          | 0          | 0.00        |  |
| <b>TOTAL</b>                             | <b>0</b>            | <b>0.00</b>   | <b>0</b>            | <b>0.00</b>   | <b>492,707</b>      | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |  |
| <b>Rest Area Funding - 1605012</b>       |                     |               |                     |               |                     |               |            |             |  |
| EXPENSE & EQUIPMENT                      |                     |               |                     |               |                     |               |            |             |  |
| GENERAL REVENUE                          | 0                   | 0.00          | 0                   | 0.00          | 5,000,000           | 0.00          | 0          | 0.00        |  |
| TOTAL - EE                               | 0                   | 0.00          | 0                   | 0.00          | 5,000,000           | 0.00          | 0          | 0.00        |  |
| <b>TOTAL</b>                             | <b>0</b>            | <b>0.00</b>   | <b>0</b>            | <b>0.00</b>   | <b>5,000,000</b>    | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |  |
| <b>GRAND TOTAL</b>                       | <b>\$66,521,385</b> | <b>213.45</b> | <b>\$84,520,326</b> | <b>299.25</b> | <b>\$90,013,033</b> | <b>299.25</b> | <b>\$0</b> | <b>0.00</b> |  |

## CORE DECISION ITEM

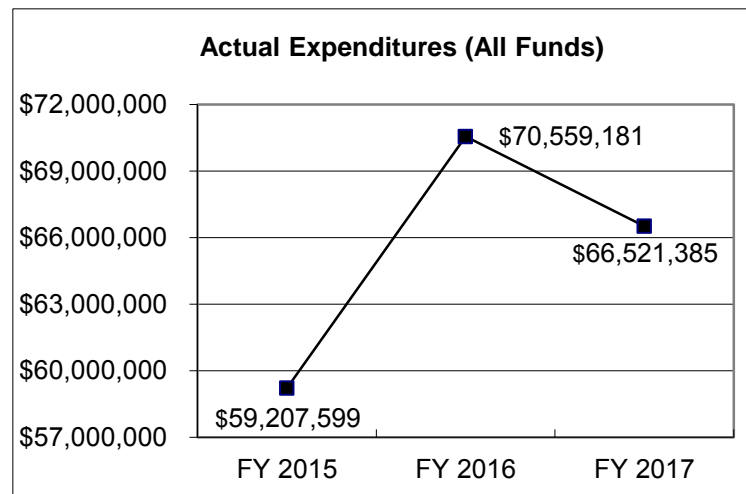
|  |      |         |              |              |   |       |      |         |        |       |   |
|--|------|---------|--------------|--------------|---|-------|------|---------|--------|-------|---|
| Department of Transportation   |      |         |              |              | Budget Unit: Fleet, Facilities & Info Systems   |       |      |         |        |       |   |
| Division: Fleet, Facilities & Info Systems   |      |         |              |              |   |       |      |         |        |       |   |
| Core: Fleet, Facilities & Info Systems   |      |         |              |              | HB Section: 04.420  |       |      |         |        |       |   |
| 1. CORE FINANCIAL SUMMARY  |      |         |              |              |   |       |      |         |        |       |   |
| FY 2019 Budget Request   |      |         |              |              | FY 2019 Governor's Recommendation   |       |      |         |        |       |   |
|  | GR   | Federal | Other        | Total        | E   |       | GR   | Federal | Other  | Total | E |
| PS   | \$0  | \$0     | \$14,320,326 | \$14,320,326 | E   | PS    | \$0  | \$0     | \$0    | \$0   |   |
| EE   | \$0  | \$0     | \$69,147,894 | \$69,147,894 | E   | EE    | \$0  | \$0     | \$0    | \$0   |   |
| PSD  | \$0  | \$0     | \$1,052,106  | \$1,052,106  | E   | PSD   | \$0  | \$0     | \$0    | \$0   |   |
| TRF  | \$0  | \$0     | \$0          | \$0          |   | TRF   | \$0  | \$0     | \$0    | \$0   |   |
| Total  | \$0  | \$0     | \$84,520,326 | \$84,520,326 | E   | Total | \$0  | \$0     | \$0    | \$0   |   |
| FTE  | 0.00 | 0.00    | 299.25       | 0.00         |   | FTE   | 0.00 | 0.00    | 299.25 | 0.00  |   |
| HB 4   | \$0  | \$0     | \$10,706,189 | \$10,706,189 |   | HB 4  | \$0  | \$0     | \$0    | \$0   |   |
| HB 5   | \$0  | \$0     | \$1,108,393  | \$1,108,393  |   | HB 5  | \$0  | \$0     | \$0    | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.  |      |         |              |              | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |       |      |         |        |       |   |
| Other Funds: State Road Fund (0320)  |      |         |              |              | Other Funds:  |       |      |         |        |       |   |
| Notes: An "E" is requested for \$84,520,326 Other Funds  |      |         |              |              | Notes:  |       |      |         |        |       |   |
| 2. CORE DESCRIPTION  |      |         |              |              |   |       |      |         |        |       |   |
| This appropriation covers the costs associated with fleet, facilities and information systems.   |      |         |              |              |   |       |      |         |        |       |   |
| MoDOT has a large and diverse fleet made up of 4,976 units statewide. The average age of all fleet and equipment is 8.5 years old. Fleet includes everything from passenger cars and pickups to dump trucks, motorgraders and oil distributors.  |      |         |              |              |   |       |      |         |        |       |   |
| MoDOT maintains 184 locations statewide for maintenance, construction and administrative operations. Routine operating costs include utilities, minor repairs, cleaning, asset management and capital improvement programs.  |      |         |              |              |   |       |      |         |        |       |   |
| MoDOT also maintains a large investment in information technology such as computer equipment and software which is essential to carry out normal day-to-day operations. Installed information technology components require routine maintenance to stay operational and eventual replacement is necessary to ensure adequate performance. Software applications all require routine maintenance and, as needed, enhancements to improve functionality or to perform additional tasks needed to conduct business. |      |         |              |              |   |       |      |         |        |       |   |
| 3. PROGRAM LISTING (list programs included in this core funding)   |      |         |              |              |   |       |      |         |        |       |   |
| Fleet equipment purchases and related support  |      |         |              |              | Repair, maintenance, housekeeping and utilities of district and   |       |      |         |        |       |   |
| Computer system purchases and related support  |      |         |              |              | Central Office buildings  |       |      |         |        |       |   |
| Capital improvement program for buildings  |      |         |              |              |   |       |      |         |        |       |   |

## CORE DECISION ITEM

|   |                     |   |
|---|---------------------|---|
| <b>Department of Transportation</b>                   | <b>Budget Unit:</b> | <b>Fleet, Facilities &amp; Info Systems</b> |
| <b>Division: Fleet, Facilities &amp; Info Systems</b> |                     |   |
| <b>Core: Fleet, Facilities &amp; Info Systems</b>     | <b>HB Section:</b>  | <b>04.420</b>                               |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$73,889,035              | \$75,039,533              | \$85,920,326              | \$84,520,326                   |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)     | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$73,889,035              | \$75,039,533              | \$85,920,326              | N/A                            |
| Actual Expenditures (All Funds) | \$59,207,599              | \$70,559,181              | \$66,521,385              | N/A                            |
| Unexpended (All Funds)          | \$14,681,436              | \$4,480,352               | \$19,398,941              | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$14,681,436              | \$4,480,352               | \$19,398,941              | N/A                            |
|                                 | (1)                       | (1)                       | (1)                       |                                |



Reverted includes Governor's standard three percent reserve (when applicable).

Restricted includes any extraordinary expenditure restrictions (when applicable).

**NOTES:** (1) The unexpended balance includes funds committed through purchase orders for fleet, capital improvement (CI) projects and information technology services ordered, but not received by the end of the fiscal year. The following table breaks out these amounts by fiscal year.

|                            | <b>FY 2015</b>     | <b>FY 2016</b>     | <b>FY 2017</b>     |
|----------------------------|--------------------|--------------------|--------------------|
| <b>Fleet</b>               | <b>\$3,262,634</b> | <b>\$1,515,298</b> | <b>\$3,193,763</b> |
| <b>CI</b>                  | <b>\$1,128,214</b> | <b>\$1,158,409</b> | <b>\$1,483,262</b> |
| <b>Information Systems</b> | <b>\$2,876,197</b> | <b>\$90,884</b>    | <b>\$2,796,540</b> |
|                            | <b>\$7,267,045</b> | <b>\$2,764,591</b> | <b>\$7,473,565</b> |

## FLEXIBILITY REQUEST FORM

|                            |   |                    |   |
|----------------------------|---|--------------------|---|
| <b>BUDGET UNIT NUMBER:</b> | 60513C                                  | <b>DEPARTMENT:</b> | Missouri Department of Transportation (MoDOT) |
| <b>BUDGET UNIT NAME:</b>   | Fleet, Facilities & Information Systems | <b>DIVISION:</b>   | Fleet, Facilities & Information Systems       |
| <b>HOUSE BILL SECTION:</b> | 04.420                                  |                    |   |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

**DEPARTMENT REQUEST**

The department is requesting 25 percent flexibility for the State Road Fund for fiscal year 2019 between personal services and expense and equipment. This flexibility is requested to help manage priorities for fleet, facilities and information systems. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b> | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b> | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
|---|---|--|
| N/A - No flexibility language in prior year.            | N/A - No flexibility language in current year.                                | The department is requesting 25 percent flexibility between personal services and expense and equipment from the State Road Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b> | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b> |
|--|---|
| N/A                                      | N/A   |



**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                                      |      |       |                     |                  |                    |             |                    |
|---|--------|--------------------------------------|------|-------|---------------------|------------------|--------------------|-------------|--------------------|
|   |        |                                      |      |       |                     | ESTIMATED APPROP |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                          | FUND | FUND  | FY 18 APPROP<br>AMT | FY 18            | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.420  | 0118   | FLEET, FACILITIES & INFO SYSTEMS E&E | 0320 | OTHER | \$70,200,000        |                  | E                  |             | 25%                |
| 04.420  | 7464   | FLEET, FACILITIES & INFO SYSTEMS PS  | 0320 | OTHER | \$14,320,326        |                  | E                  |             | 25%                |

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**CORE RECONCILIATION DETAIL**


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**STATE****FLEET,FACILITIES&INFO SYSTEMS**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>    | <b>GR</b> | <b>Federal</b> | <b>Other</b>      | <b>Total</b>      | <b>Explanation</b> |
|------------------------------------|-------------------------|---------------|-----------|----------------|-------------------|-------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |               |           |                |                   |                   |                    |
|                                    | PS                      | 299.25        | 0         | 0              | 14,320,326        | 14,320,326        |                    |
|                                    | EE                      | 0.00          | 0         | 0              | 69,147,894        | 69,147,894        |                    |
|                                    | PD                      | 0.00          | 0         | 0              | 1,052,106         | 1,052,106         |                    |
|                                    | <b>Total</b>            | <b>299.25</b> | <b>0</b>  | <b>0</b>       | <b>84,520,326</b> | <b>84,520,326</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |               |           |                |                   |                   |                    |
|                                    | PS                      | 299.25        | 0         | 0              | 14,320,326        | 14,320,326        |                    |
|                                    | EE                      | 0.00          | 0         | 0              | 69,147,894        | 69,147,894        |                    |
|                                    | PD                      | 0.00          | 0         | 0              | 1,052,106         | 1,052,106         |                    |
|                                    | <b>Total</b>            | <b>299.25</b> | <b>0</b>  | <b>0</b>       | <b>84,520,326</b> | <b>84,520,326</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |               |           |                |                   |                   |                    |
|                                    | PS                      | 299.25        | 0         | 0              | 14,320,326        | 14,320,326        |                    |
|                                    | EE                      | 0.00          | 0         | 0              | 69,147,894        | 69,147,894        |                    |
|                                    | PD                      | 0.00          | 0         | 0              | 1,052,106         | 1,052,106         |                    |
|                                    | <b>Total</b>            | <b>299.25</b> | <b>0</b>  | <b>0</b>       | <b>84,520,326</b> | <b>84,520,326</b> |                    |

## DECISION ITEM DETAIL

| Budget Unit                              | FY 2017 | FY 2017 | FY 2018 | FY 2018 | FY 2019  | FY 2019  | *****   | *****   |
|--|---------|---------|---------|---------|----------|----------|---------|---------|
| Decision Item                            | ACTUAL  | ACTUAL  | BUDGET  | BUDGET  | DEPT REQ | DEPT REQ | SECURED | SECURED |
| Budget Object Class                      | DOLLAR  | FTE     | DOLLAR  | FTE     | DOLLAR   | FTE      | COLUMN  | COLUMN  |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |         |         |         |         |          |          |         |         |
| <b>CORE</b>                              |         |         |         |         |          |          |         |         |
| SR ADMINISTRATIVE TECHNICIAN             | 37,202  | 1.00    | 37,234  | 1.00    | 37,234   | 1.00     | 0       | 0.00    |
| OFFICE ASSISTANT                         | 10,620  | 0.50    | 91,688  | 2.00    | 91,688   | 2.00     | 0       | 0.00    |
| SENIOR OFFICE ASSISTANT                  | 24,993  | 0.97    | 44,990  | 1.00    | 44,990   | 1.00     | 0       | 0.00    |
| EXECUTIVE ASSISTANT                      | 56,553  | 1.67    | 81,661  | 2.00    | 81,661   | 2.00     | 0       | 0.00    |
| GENERAL SERVICES TECHNICIAN              | 74,056  | 2.33    | 266,246 | 8.00    | 266,246  | 8.00     | 0       | 0.00    |
| SENIOR GENERAL SERVICES TECHNI           | 262,596 | 6.99    | 609,702 | 16.00   | 609,702  | 16.00    | 0       | 0.00    |
| SENIOR SUPPLY AGENT                      | 275,964 | 7.43    | 603,051 | 16.00   | 603,051  | 16.00    | 0       | 0.00    |
| INFORMATION SYSTEMS TECHNICIAN           | 16,497  | 0.46    | 64,770  | 2.00    | 64,770   | 2.00     | 0       | 0.00    |
| INTERMEDIATE IS TECHNICIAN               | 32,901  | 1.00    | 138,673 | 4.00    | 138,673  | 4.00     | 0       | 0.00    |
| SENIOR INF SYSTEMS TECHNICIAN            | 151,759 | 4.01    | 230,394 | 6.00    | 230,394  | 6.00     | 0       | 0.00    |
| GENERAL LABORER                          | 15,144  | 0.63    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |
| FACILITY OPERATIONS CREW WORKE           | 112,864 | 3.90    | 185,509 | 6.00    | 185,509  | 6.00     | 0       | 0.00    |
| BUILDING CUSTODIAN                       | 0       | 0.00    | 48,292  | 2.00    | 48,292   | 2.00     | 0       | 0.00    |
| SENIOR BUILDING CUSTODIAN                | 25,012  | 1.00    | 55,091  | 2.00    | 55,091   | 2.00     | 0       | 0.00    |
| SR FACILITY OPERATIONS CREW WO           | 175,024 | 5.17    | 627,387 | 17.00   | 627,387  | 17.00    | 0       | 0.00    |
| SUPPLY AGENT                             | 0       | 0.00    | 85,585  | 3.00    | 85,585   | 3.00     | 0       | 0.00    |
| FACILITY OPERATIONS SUPERVISOR           | 390,989 | 8.20    | 507,930 | 10.00   | 507,930  | 10.00    | 0       | 0.00    |
| FACILITY OPERATIONS SPECIALIST           | 242,500 | 6.47    | 196,382 | 5.00    | 196,382  | 5.00     | 0       | 0.00    |
| SENIOR FACILITY OPERATIONS SPE           | 655,361 | 15.09   | 881,813 | 19.00   | 881,813  | 19.00    | 0       | 0.00    |
| AIRPLANE PILOT                           | 27,827  | 0.50    | 27,326  | 0.50    | 27,326   | 0.50     | 0       | 0.00    |
| ADMINISTRATIVE TECHNICIAN-TPT            | 3,906   | 0.10    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |
| AUTOMATION LIAISON ANALYST               | 87,389  | 2.13    | 211,661 | 5.00    | 211,661  | 5.00     | 0       | 0.00    |
| EQUIP TECH SUPPORT SPECIALIST            | 99,362  | 2.00    | 97,617  | 2.00    | 97,617   | 2.00     | 0       | 0.00    |
| SR GENERAL SERVICES SPEC                 | 729,140 | 14.31   | 682,214 | 13.00   | 682,214  | 13.00    | 0       | 0.00    |
| GENERAL SERVICES SPEC                    | 170,673 | 4.38    | 236,868 | 6.00    | 236,868  | 6.00     | 0       | 0.00    |
| INT INFO SYSTEMS TECHNOLOGIST            | 493,742 | 11.32   | 552,698 | 12.00   | 552,698  | 12.00    | 0       | 0.00    |
| INF SYSTEMS PROJECT MANAGER              | 228,964 | 4.00    | 163,798 | 3.00    | 163,798  | 3.00     | 0       | 0.00    |
| INFORMATION SYSTEMS SUPERVISOR           | 541,694 | 8.38    | 535,173 | 8.00    | 535,173  | 8.00     | 0       | 0.00    |
| GENERAL SERVICES MANAGER                 | 428,068 | 7.27    | 406,818 | 7.00    | 406,818  | 7.00     | 0       | 0.00    |
| SENIOR PROCUREMENT AGENT                 | 429,146 | 8.59    | 515,594 | 10.00   | 515,594  | 10.00    | 0       | 0.00    |
| INTERMEDIATE PROCUREMENT AGENT           | 5,511   | 0.13    | 266,975 | 6.00    | 266,975  | 6.00     | 0       | 0.00    |
| SR ADMIN PROFESSIONAL-TPT                | 67,583  | 1.22    | 0       | 0.00    | 0        | 0.00     | 0       | 0.00    |

## DECISION ITEM DETAIL

| Budget Unit                              | FY 2017           | FY 2017       | FY 2018           | FY 2018       | FY 2019           | FY 2019       | *****    | *****       |
|--|-------------------|---------------|-------------------|---------------|-------------------|---------------|----------|-------------|
| Decision Item                            | ACTUAL            | ACTUAL        | BUDGET            | BUDGET        | DEPT REQ          | DEPT REQ      | SECURED  | SECURED     |
| Budget Object Class                      | DOLLAR            | FTE           | DOLLAR            | FTE           | DOLLAR            | FTE           | COLUMN   | COLUMN      |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |                   |               |                   |               |                   |               |          |             |
| <b>CORE</b>                              |                   |               |                   |               |                   |               |          |             |
| INFO SYS TECHNOLOGY SPECIALIST           | 175,124           | 2.63          | 261,866           | 4.00          | 261,866           | 4.00          | 0        | 0.00        |
| PROCUREMENT AGENT                        | 54,557            | 1.41          | 39,662            | 1.00          | 39,662            | 1.00          | 0        | 0.00        |
| CENTRAL OFFICE GENERAL SERV MG           | 172,741           | 3.03          | 188,106           | 3.00          | 188,106           | 3.00          | 0        | 0.00        |
| INTERM GEN SERV SPECIALIST               | 39,645            | 0.92          | 173,546           | 4.00          | 173,546           | 4.00          | 0        | 0.00        |
| DIST INFORMATION SYSTM MANAGER           | 285,644           | 5.00          | 295,099           | 5.00          | 295,099           | 5.00          | 0        | 0.00        |
| LEAD INFO SYSTEMS TECHNOLOGIST           | 1,474,171         | 24.87         | 1,807,417         | 30.00         | 1,807,417         | 30.00         | 0        | 0.00        |
| ASST IS DIRECTOR                         | 100,970           | 1.00          | 99,069            | 1.00          | 99,069            | 1.00          | 0        | 0.00        |
| INFO SYSTEMS TECHNOLOGIST                | 313,609           | 8.01          | 454,598           | 11.00         | 454,598           | 11.00         | 0        | 0.00        |
| SR INFO SYSTEMS TECHNOLOGIST             | 1,679,861         | 32.28         | 2,339,947         | 43.75         | 2,339,947         | 43.75         | 0        | 0.00        |
| DISTRICT MAINTENANCE ENGINEER            | 55,344            | 0.71          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| GENERAL SERVICES INTERN                  | 1,374             | 0.07          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| GENERAL SERVICES DIRECTOR                | 105,934           | 1.00          | 103,938           | 1.00          | 103,938           | 1.00          | 0        | 0.00        |
| INFO SYSTEMS DIRECTOR                    | 105,934           | 1.00          | 103,938           | 1.00          | 103,938           | 1.00          | 0        | 0.00        |
| REGISTERED ARCHITECT                     | 14,051            | 0.12          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| FINANCIAL SERVICES INTERN                | 2,363             | 0.08          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| COMPUTER SCIENCE INTERN                  | 4,896             | 0.17          | 0                 | 0.00          | 0                 | 0.00          | 0        | 0.00        |
| <b>TOTAL - PS</b>                        | <b>10,459,258</b> | <b>213.45</b> | <b>14,320,326</b> | <b>299.25</b> | <b>14,320,326</b> | <b>299.25</b> | <b>0</b> | <b>0.00</b> |
| TRAVEL, IN-STATE                         | 46,513            | 0.00          | 62,017            | 0.00          | 62,017            | 0.00          | 0        | 0.00        |
| TRAVEL, OUT-OF-STATE                     | 3,578             | 0.00          | 3,624             | 0.00          | 3,624             | 0.00          | 0        | 0.00        |
| FUEL & UTILITIES                         | 1,608,628         | 0.00          | 1,668,579         | 0.00          | 1,668,579         | 0.00          | 0        | 0.00        |
| SUPPLIES                                 | 2,064,551         | 0.00          | 4,606,396         | 0.00          | 4,606,396         | 0.00          | 0        | 0.00        |
| PROFESSIONAL DEVELOPMENT                 | 91,113            | 0.00          | 321,401           | 0.00          | 321,401           | 0.00          | 0        | 0.00        |
| COMMUNICATION SERV & SUPP                | 1,396,085         | 0.00          | 1,489,485         | 0.00          | 1,489,485         | 0.00          | 0        | 0.00        |
| PROFESSIONAL SERVICES                    | 2,610,965         | 0.00          | 8,719,450         | 0.00          | 8,719,450         | 0.00          | 0        | 0.00        |
| HOUSEKEEPING & JANITORIAL SERV           | 617,362           | 0.00          | 959,699           | 0.00          | 959,699           | 0.00          | 0        | 0.00        |
| M&R SERVICES                             | 8,909,775         | 0.00          | 11,791,850        | 0.00          | 11,791,850        | 0.00          | 0        | 0.00        |
| COMPUTER EQUIPMENT                       | 7,010,377         | 0.00          | 4,113,609         | 0.00          | 4,113,609         | 0.00          | 0        | 0.00        |
| MOTORIZED EQUIPMENT                      | 24,176,296        | 0.00          | 16,424,911        | 0.00          | 16,424,911        | 0.00          | 0        | 0.00        |
| OFFICE EQUIPMENT                         | 14,039            | 0.00          | 193,772           | 0.00          | 193,772           | 0.00          | 0        | 0.00        |
| OTHER EQUIPMENT                          | 111,995           | 0.00          | 950,167           | 0.00          | 950,167           | 0.00          | 0        | 0.00        |
| PROPERTY & IMPROVEMENTS                  | 6,594,458         | 0.00          | 7,529,146         | 0.00          | 7,529,146         | 0.00          | 0        | 0.00        |
| BUILDING LEASE PAYMENTS                  | 6,303             | 0.00          | 319,575           | 0.00          | 319,575           | 0.00          | 0        | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017             | FY 2017       | FY 2018             | FY 2018       | FY 2019             | FY 2019       | *****      | *****       |
|--|---------------------|---------------|---------------------|---------------|---------------------|---------------|------------|-------------|
| Decision Item                            | ACTUAL              | ACTUAL        | BUDGET              | BUDGET        | DEPT REQ            | DEPT REQ      | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR              | FTE           | DOLLAR              | FTE           | DOLLAR              | FTE           | COLUMN     | COLUMN      |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |                     |               |                     |               |                     |               |            |             |
| <b>CORE</b>                              |                     |               |                     |               |                     |               |            |             |
| EQUIPMENT RENTALS & LEASES               | 771,028             | 0.00          | 8,828,609           | 0.00          | 8,828,609           | 0.00          | 0          | 0.00        |
| MISCELLANEOUS EXPENSES                   | 7,870               | 0.00          | 1,165,604           | 0.00          | 1,165,604           | 0.00          | 0          | 0.00        |
| <b>TOTAL - EE</b>                        | <b>56,040,936</b>   | <b>0.00</b>   | <b>69,147,894</b>   | <b>0.00</b>   | <b>69,147,894</b>   | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |
| DEBT SERVICE                             | 21,191              | 0.00          | 1,052,106           | 0.00          | 1,052,106           | 0.00          | 0          | 0.00        |
| <b>TOTAL - PD</b>                        | <b>21,191</b>       | <b>0.00</b>   | <b>1,052,106</b>    | <b>0.00</b>   | <b>1,052,106</b>    | <b>0.00</b>   | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$66,521,385</b> | <b>213.45</b> | <b>\$84,520,326</b> | <b>299.25</b> | <b>\$84,520,326</b> | <b>299.25</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                   | <b>\$0</b>          | <b>0.00</b>   | <b>\$0</b>          | <b>0.00</b>   | <b>\$0</b>          | <b>0.00</b>   |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                     | <b>\$0</b>          | <b>0.00</b>   | <b>\$0</b>          | <b>0.00</b>   | <b>\$0</b>          | <b>0.00</b>   |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                       | <b>\$66,521,385</b> | <b>213.45</b> | <b>\$84,520,326</b> | <b>299.25</b> | <b>\$84,520,326</b> | <b>299.25</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems

**1a. What strategic priority does this program address?**

Use resources wisely

**1b. What does this program do?**

This program covers the costs associated with fleet, facilities and information systems.

MoDOT has a large and diverse fleet made up of 4,976 units statewide. The average age of all fleet and equipment is 8.5 years old. Fleet includes everything from passenger cars and pickups to dump trucks, motorgraders and oil distributors. This program ensures safe, operable fleet is available to perform services for the public, including snow removal, mowing, road and bridge inspections and striping.

MoDOT maintains 184 locations statewide for maintenance, construction and administrative operations. This includes expenses such as utilities, minor repairs, cleaning, asset management and capital improvement programs. As a result of consolidation of facilities in 2011 and 2012, a long-term capital improvements program was implemented to address operational and personnel needs resulting from reassigning staff to fewer locations. Energy efficiency upgrades are implemented as needs are addressed. Non-traditional funding sources, such as manufacturer and energy provider rebates are used where available. In fiscal year 2019, an asset management program will systematically address aging facility assets, including upgrading energy efficient infrastructure.

MoDOT also maintains a large investment in information technology such as computer equipment and software which is essential to carry out normal day-to-day operations. Installed information technology components require routine maintenance to stay operational and eventual replacement is necessary to ensure adequate performance. Software applications all require routine maintenance and, as needed, enhancements to improve functionality or to perform additional tasks needed to conduct business.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

Article IV, Section 30(b), MO Constitution and 226.220, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

## PROGRAM DESCRIPTION

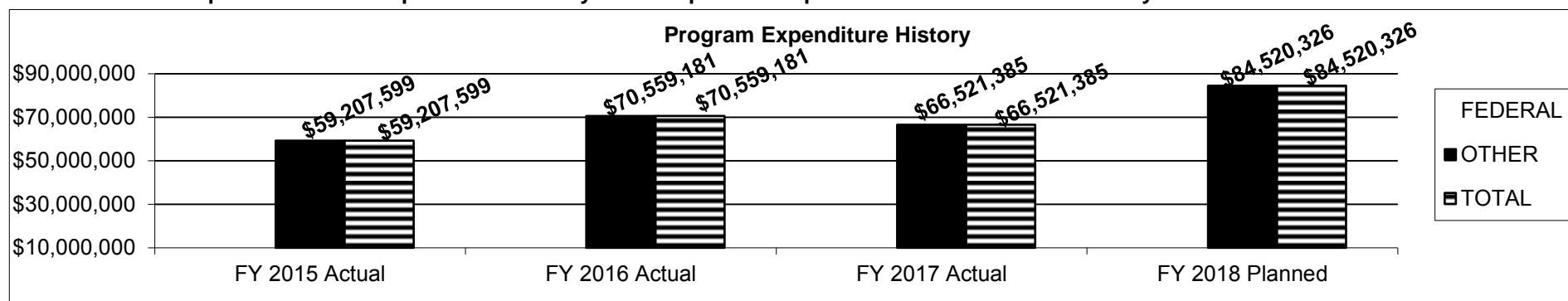
Department of Transportation

HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems

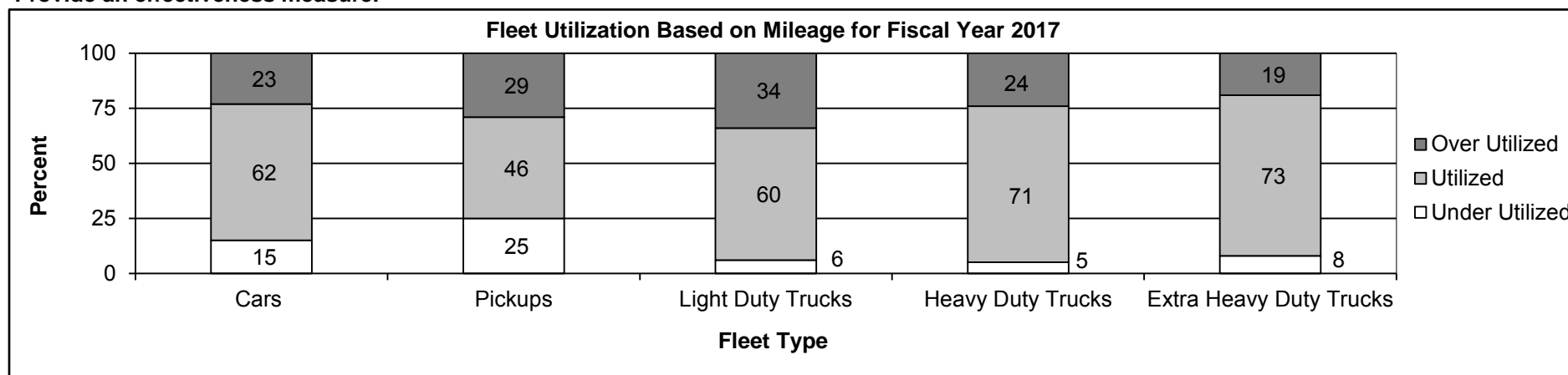
5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



6. What are the sources of the "Other" funds?

State Road Fund (0320)

7a. Provide an effectiveness measure.



The chart provides the fleet utilization based on annual mileage thresholds and miles driven. For example, a passenger car has a threshold of 15,000 miles per year. A passenger car is considered under utilized when used less than 11,250 miles. A passenger car is considered over utilized when used more than 18,750 miles.

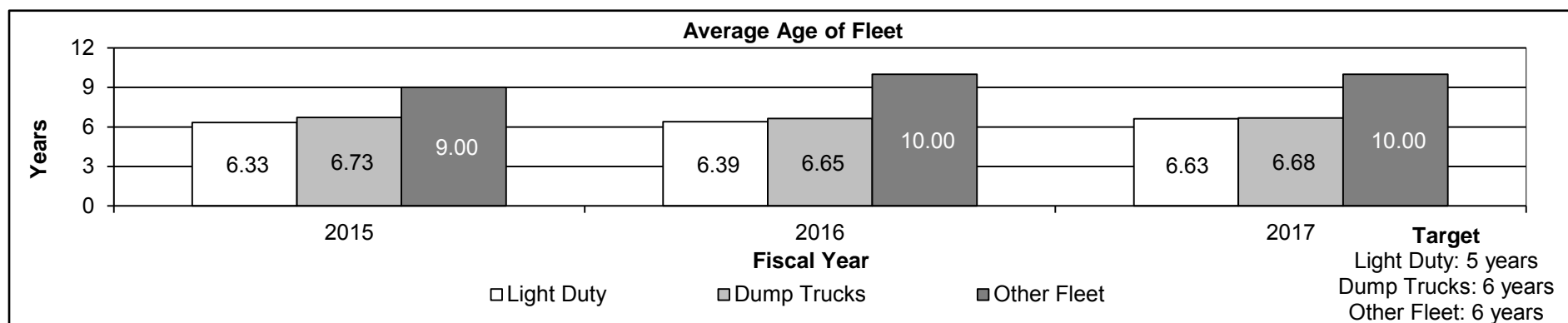
## PROGRAM DESCRIPTION

Department of Transportation

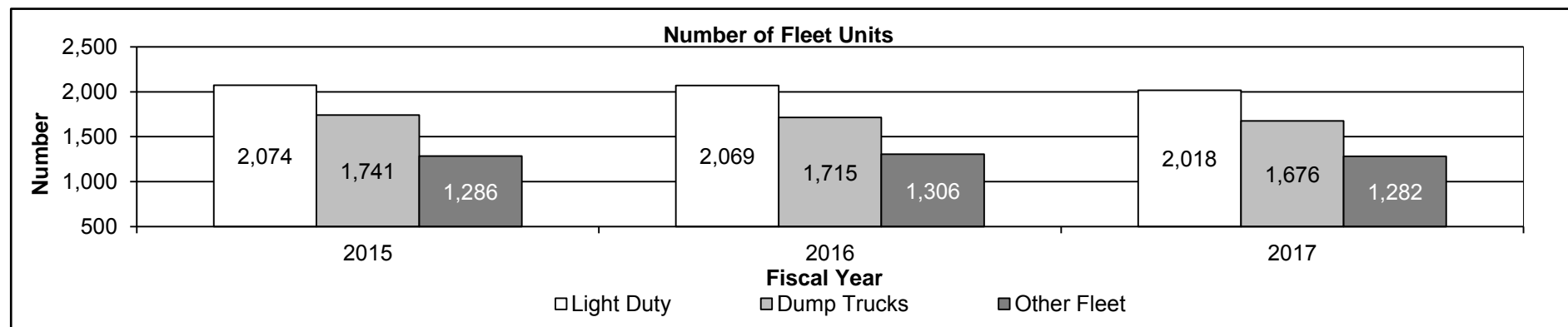
HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems



Light Duty fleet includes cars, pickups, utility trucks, vans and light duty trucks. Dump Trucks include single and tandem axle trucks. All other fleet, such as backhoes, loaders, tractors and specialty items are included in Other Fleet. The target for each fleet type is based on 50 percent of its useful life.

**Current Replacement Value of Fleet**

|             |               |
|-------------|---------------|
| Light Duty  | \$53,513,000  |
| Dump Trucks | \$229,872,000 |
| Other Fleet | \$139,339,685 |



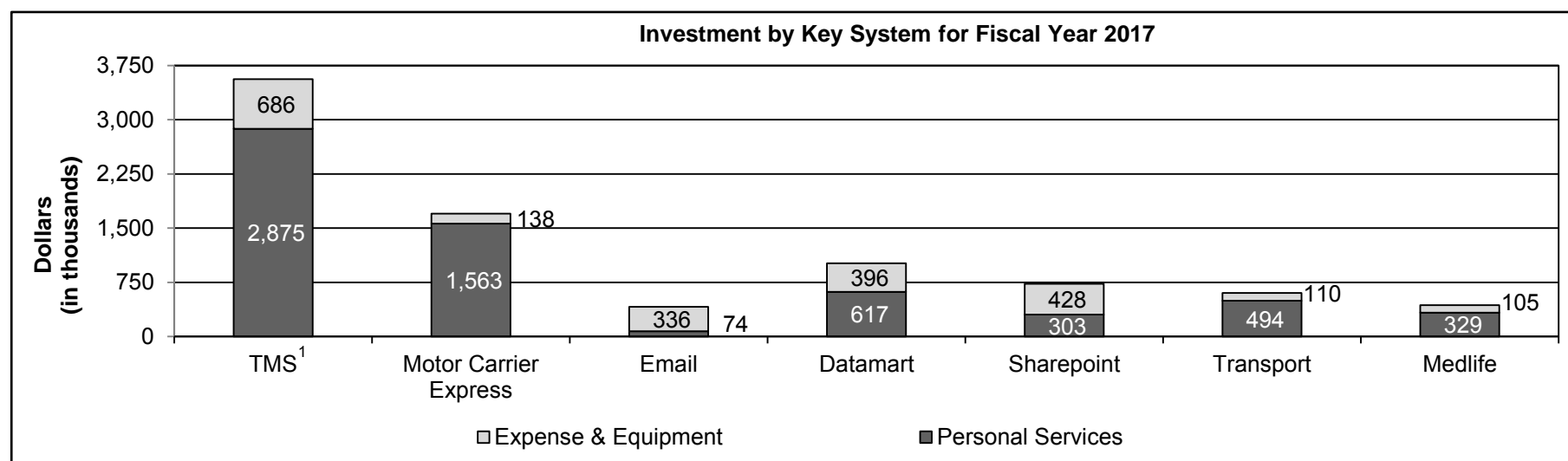
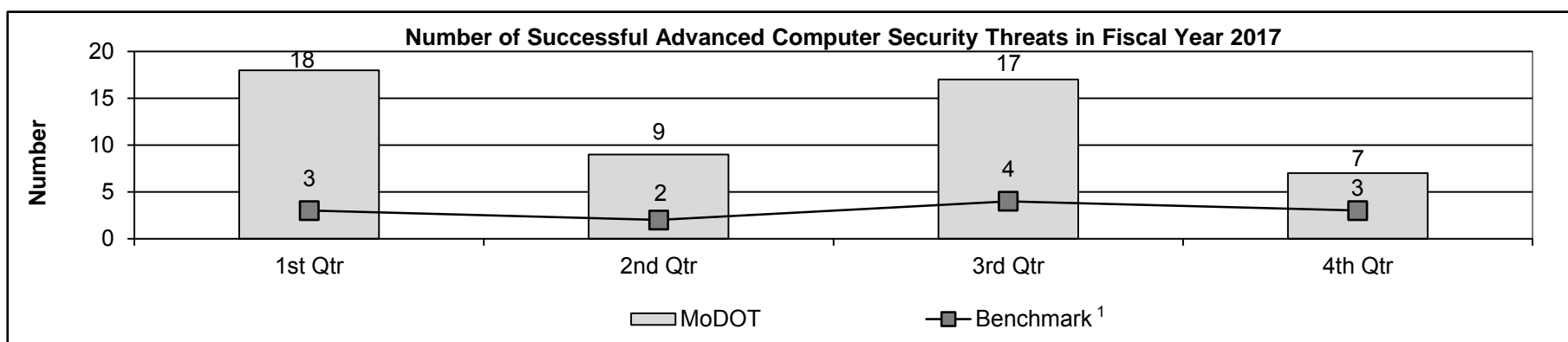
## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems

<sup>1</sup> Transportation Management System<sup>1</sup> The benchmark is the average number of advanced cyber threats of all statewide departments.

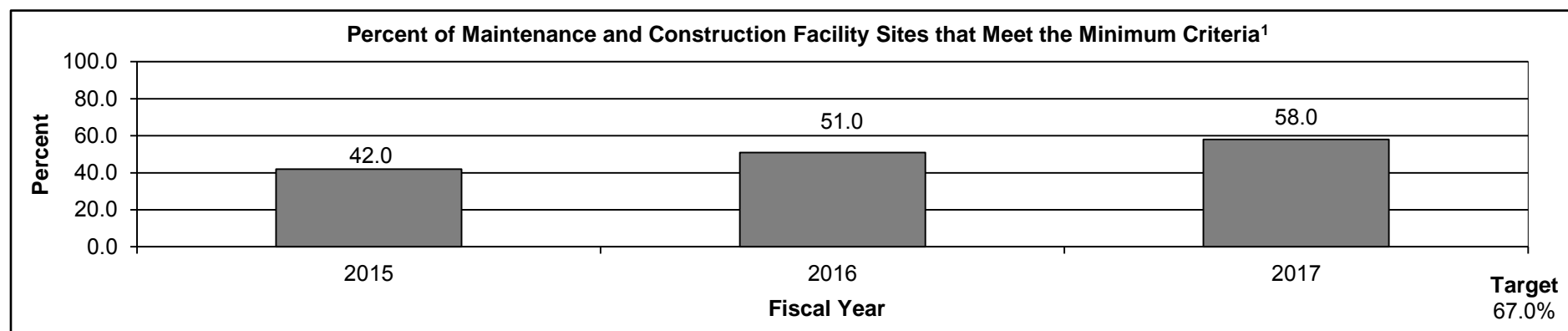
## PROGRAM DESCRIPTION

Department of Transportation

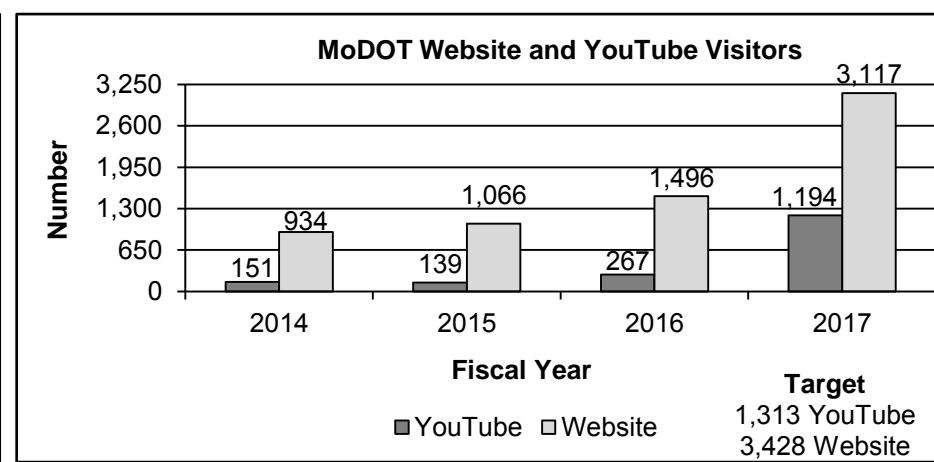
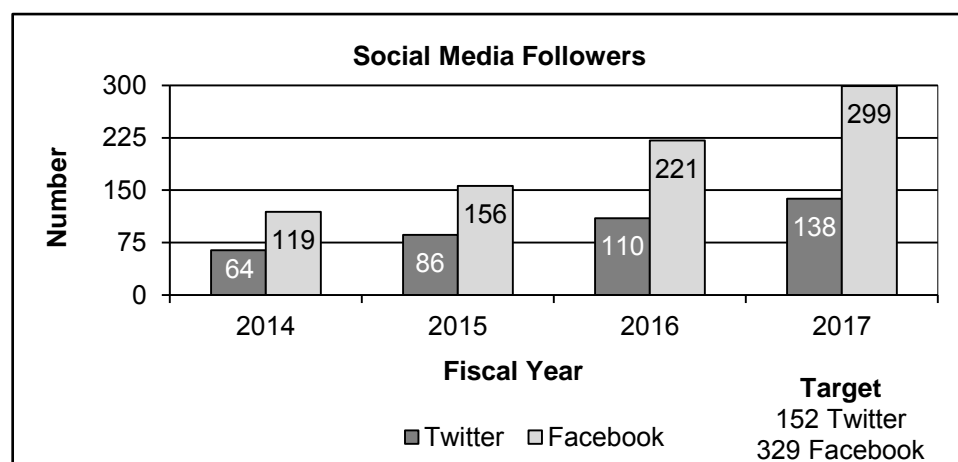
HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems



<sup>1</sup> The minimum criteria includes: enclosed garage bays to allow mechanics to safely maintain department fleet; sufficient number of bathrooms for number of employees assigned to location; breakrooms with sufficient space for number of employees assigned to location; and sufficient cold storage for materials and equipment.



The targets for these measures are established by projecting a 10 percent increase over the previous year.

## PROGRAM DESCRIPTION

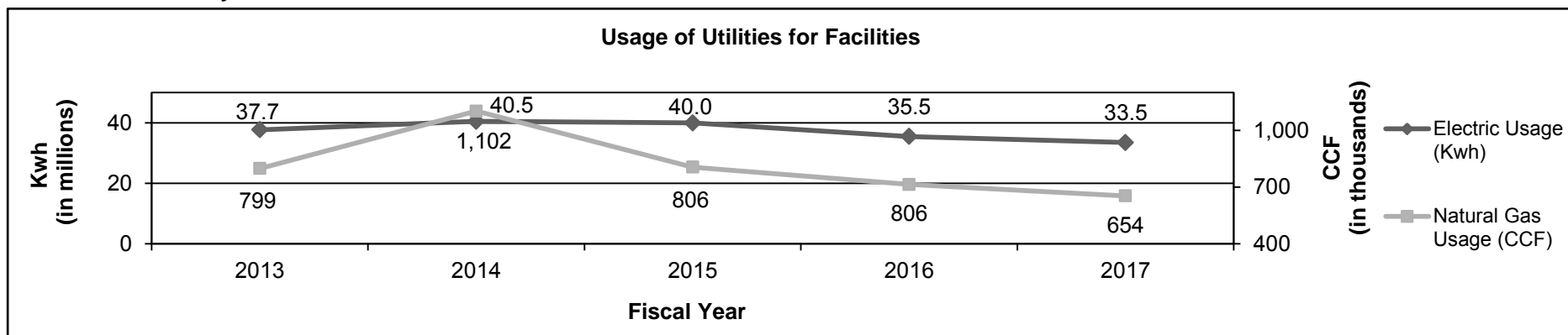
Department of Transportation

HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

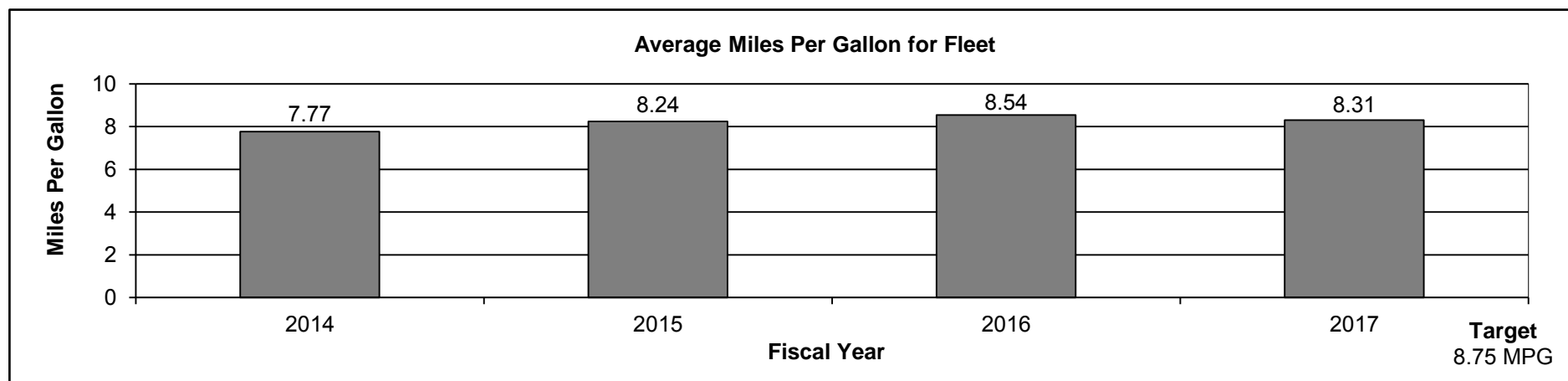
Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems

7b. Provide an efficiency measure.



This measure tracks the usage of utilities for department facilities, excluding roadways, to capture the impact of energy efficiency improvements in buildings and operations.

Kwh = kilowatt hour CCF = 100 cubic feet



The target for this measure was established by projecting a three percent improvement over a five year average.

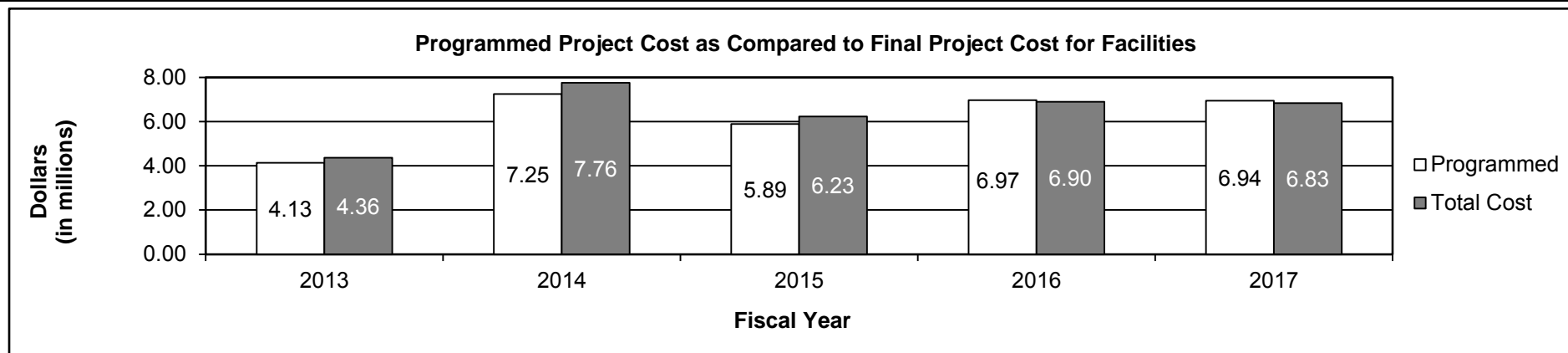
## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems



This measure determines how close total project completion costs are to the programmed costs for capital asset preservation and capital improvement projects.

**7c. Provide the number of clients/individuals served, if applicable.**

For fiscal year 2017, the number of licensed drivers in Missouri was 4,213,302.

## PROGRAM DESCRIPTION

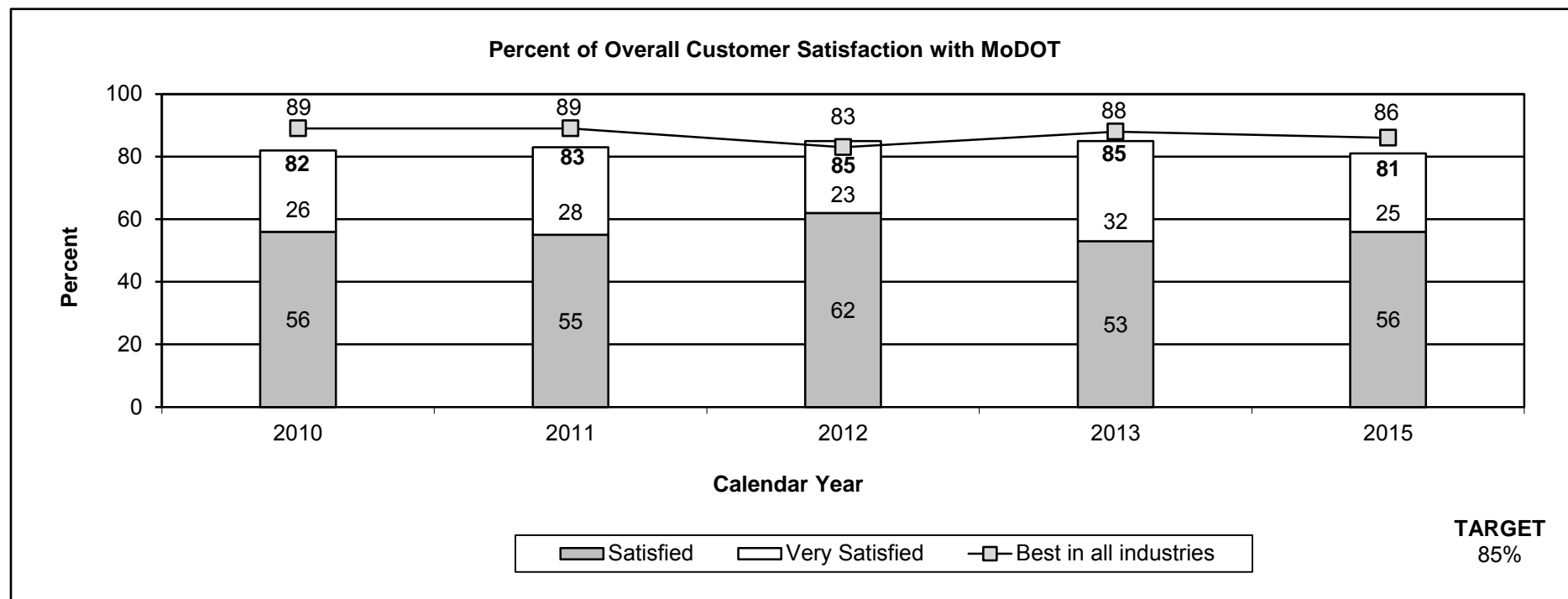
Department of Transportation

HB Section: 04.420

Program Name: Fleet, Facilities &amp; Information Systems

Program is found in the following core budget(s): Fleet, Facilities &amp; Info Systems

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.

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**NEW DECISION ITEM**  
**RANK: 10 OF 12**

|   |  |
|---|--|
| <b>Department of Transportation</b>                   | <b>Budget Unit</b> <u>Fleet, Facilities &amp; Info Systems</u> |
| <b>Division: Fleet, Facilities &amp; Info Systems</b> |  |
| <b>DI Name: Rest Area Funding</b> <b>DI# 1605012</b>  | <b>HB Section</b> <u>04.420</u>                                |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |                    |            |            |                    |
|------------------------|--------------------|------------|------------|--------------------|
|                        | GR                 | Federal    | Other      | Total E            |
| PS                     | \$0                | \$0        | \$0        | \$0                |
| EE                     | \$0                | \$0        | \$0        | \$0                |
| PSD                    | \$5,000,000        | \$0        | \$0        | \$5,000,000        |
| TRF                    | \$0                | \$0        | \$0        | \$0                |
| <b>Total</b>           | <b>\$5,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$5,000,000</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |
| <b>HB 5</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |
| <b>HB 4</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |
| <b>HB 5</b> | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input checked="" type="checkbox"/> New Program | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input type="checkbox"/> Program Expansion      | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request          | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____           |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

In 2010, MoDOT and the Federal Highway Administration agreed upon a Transition Plan to ensure MoDOT facilities and rights of way comply with Americans with Disabilities Act (ADA) requirements. Missouri rest areas built or remodeled in 1972 through 1992 do not meet the 2010 ADA requirements. This expansion item is requested to upgrade these facilities to be in compliance with ADA requirements and to address other capital improvements needed at rest area facilities. Without these funds, MoDOT plans to close some rest areas and convert them to truck parking.

NEW DECISION ITEM  
RANK: 10 OF 12

|   |  |                    |  |  |  |  |  |
|---|--|--------------------|--|--|--|--|--|
| <b>Department of Transportation</b>                   |  |                    |  | <b>Budget Unit</b> <u>Fleet, Facilities &amp; Info Systems</u> |  |  |  |
| <b>Division: Fleet, Facilities &amp; Info Systems</b> |  |                    |  |  |  |  |  |
| <b>DI Name: Rest Area Funding</b>                     |  | <b>DI# 1605012</b> |  | <b>HB Section</b> <u>04.420</u>                                |  |  |  |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

An inspection by the facilities management staff with MoDOT's Non-Motorized Transportation Engineer resulted in an inventory of the facilities that need to meet 2010 ADA requirements. The costs associated with the inventory measurements were derived from MoDOT's Engineering Policy Guide calculations based on 2016 costs and inflated using the US Bureau of Labor and Statistics construction cost estimator and the Consumer Price Index Inflation Calculator. Asset Management facility maintenance improvements were based on current costs and inflated using the construction cost estimator and the Consumer Price Index Inflation Calculator.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|--------------------|----------------------------|---------------------|------------------------------|-----------------------|------------------------------|-----------------------|---------------------------------|---|
| <b>Total PS</b>               | \$0                       | 0.0                | \$0                        | 0.0                 | \$0                          | 0.0                   | \$0                          | 0.0                   | \$0                             |   |
| <b>Total EE</b>               | \$0                       |                    | \$0                        |                     | \$0                          |                       | \$0                          |                       | \$0                             |   |
| Program Distributions (800)   | \$5,000,000               |                    |                            |                     |                              |                       | \$5,000,000                  |                       |                                 |   |
| <b>Total PSD</b>              | \$5,000,000               |                    | \$0                        |                     | \$0                          |                       | \$5,000,000                  |                       | \$0                             |   |
| <b>Total TRF</b>              | \$0                       |                    | \$0                        |                     | \$0                          |                       | \$0                          |                       | \$0                             |   |
| <b>Grand Total</b>            | \$5,000,000               | 0.0                | \$0                        | 0.0                 | \$0                          | 0.0                   | \$5,000,000                  | 0.0                   | \$0                             |   |



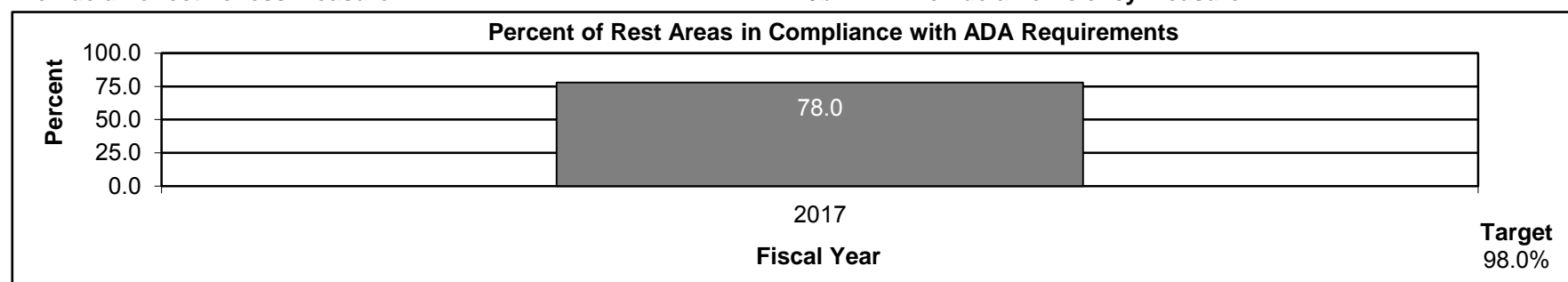
NEW DECISION ITEM  
RANK: 10 OF 12

|  |             |                                  |
|--|-------------|----------------------------------|
| Department of Transportation               | Budget Unit | Fleet, Facilities & Info Systems |
| Division: Fleet, Facilities & Info Systems |             |                                  |
| DI Name: Rest Area Funding                 | DI# 1605012 | HB Section 04.420                |

**6. PERFORMANCE MEASURES** (If new decision item has an associated core, separately identify projected performance with & without additional funding.)

**6a. Provide an effectiveness measure.**

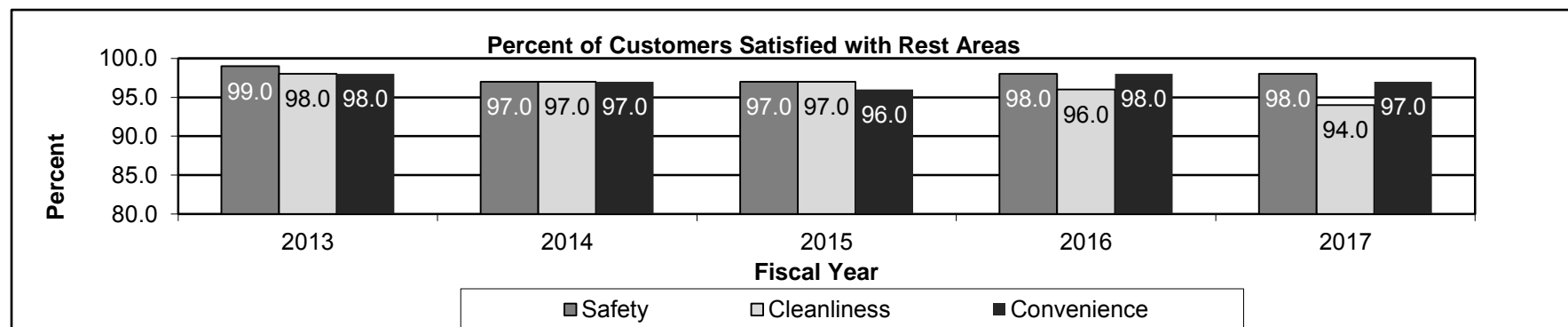
**6b. Provide an efficiency measure.**



**6c. Provide the number of clients/individuals served, if applicable.**

Rest areas are open to the traveling public. While the number of users of rest areas is not maintained by the department, these facilities are located on the interstates of Missouri. In calendar year 2015, the average automobile traffic by these facilities ranged from 11,000 to 20,000 per day.

**6d. Provide a customer satisfaction measure, if available.**



NEW DECISION ITEM

RANK: 10 OF 12

|  |             |             |                                  |
|--|-------------|-------------|----------------------------------|
| Department of Transportation               |             | Budget Unit | Fleet, Facilities & Info Systems |
| Division: Fleet, Facilities & Info Systems |             |             |                                  |
| DI Name: Rest Area Funding                 | DI# 1605012 | HB Section  | 04.420                           |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Award construction contracts to address each rest area facility's specific needs through MoDOT's procurement process.

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|--|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                            | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>FLEET,FACILITIES&amp;INFO SYSTEMS</b> |            |             |            |             |                    |             |            |             |
| <b>Rest Area Funding - 1605012</b>       |            |             |            |             |                    |             |            |             |
| PROPERTY & IMPROVEMENTS                  | 0          | 0.00        | 0          | 0.00        | 5,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                        | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>5,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$5,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$5,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                     | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                  |                |                |                |                |                 |                 |                |                |
|-------------------------------------|----------------|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                | <b>FY 2017</b> | <b>FY 2017</b> | <b>FY 2018</b> | <b>FY 2018</b> | <b>FY 2019</b>  | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>        | <b>ACTUAL</b>  | <b>ACTUAL</b>  | <b>BUDGET</b>  | <b>BUDGET</b>  | <b>DEPT REQ</b> | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                         | <b>DOLLAR</b>  | <b>FTE</b>     | <b>DOLLAR</b>  | <b>FTE</b>     | <b>DOLLAR</b>   | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>MODOT LEGAL EXPENSE FUND TRF</b> |                |                |                |                |                 |                 |                |                |
| <b>CORE</b>                         |                |                |                |                |                 |                 |                |                |
| FUND TRANSFERS                      |                |                |                |                |                 |                 |                |                |
| GENERAL REVENUE                     | 0              | 0.00           | 1              | 0.00           | 1               | 0.00            | 0              | 0.00           |
| TOTAL - TRF                         | 0              | 0.00           | 1              | 0.00           | 1               | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                        | <b>0</b>       | <b>0.00</b>    | <b>1</b>       | <b>0.00</b>    | <b>1</b>        | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                  | <b>\$0</b>     | <b>0.00</b>    | <b>\$1</b>     | <b>0.00</b>    | <b>\$1</b>      | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|  |             |             |             |             |   |  |             |             |             |             |   |
|--|-------------|-------------|-------------|-------------|---|--|-------------|-------------|-------------|-------------|---|
| Department of Transportation   |             |             |             |             | Budget Unit: <u>MoDOT Legal Expense Fund Transfer</u> |  |             |             |             |             |   |
| Division: Department Wide  |             |             |             |             |   |  |             |             |             |             |   |
| Core: MoDOT Legal Expense Fund Transfer  |             |             |             |             | HB Section: <u>04.530</u>                             |  |             |             |             |             |   |
| <b>1. CORE FINANCIAL SUMMARY</b>   |             |             |             |             |   |  |             |             |             |             |   |
| FY 2019 Budget Request   |             |             |             |             | FY 2019 Governor's Recommendation                     |  |             |             |             |             |   |
|  | GR          | Federal     | Other       | Total       | E   |  | GR          | Federal     | Other       | Total       | E |
| PS   | \$0         | \$0         | \$0         | \$0         |   | PS   | \$0         | \$0         | \$0         | \$0         |   |
| EE   | \$0         | \$0         | \$0         | \$0         |   | EE   | \$0         | \$0         | \$0         | \$0         |   |
| PSD  | \$0         | \$0         | \$0         | \$0         |   | PSD  | \$0         | \$0         | \$0         | \$0         |   |
| TRF  | \$1         | \$0         | \$0         | \$1         |   | TRF  | \$0         | \$0         | \$0         | \$0         |   |
| <b>Total</b>   | <b>\$1</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$1</b>  |   | <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |   |
| <b>FTE</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |   | <b>FTE</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |   |
| <b>HB 4</b>  | \$0         | \$0         | \$0         | \$0         |   | <b>HB 4</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>HB 5</b>  | \$0         | \$0         | \$0         | \$0         |   | <b>HB 5</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>   |             |             |             |             |   | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |             |             |             |             |   |
| Other Funds:   |             |             |             |             |   | Other Funds:   |             |             |             |             |   |
| Notes:   |             |             |             |             |   | Notes:   |             |             |             |             |   |
| <b>2. CORE DESCRIPTION</b>   |             |             |             |             |   |  |             |             |             |             |   |
| In fiscal year 2018, the General Assembly appropriated \$1 for transfer from the Department's core budget to the State Legal Expense Fund for the payment of claims, premiums and expenses provided by Section 105.711 through Section 105.726, RSMo. In order to fund such expenses, the General Assembly also authorized three percent flexibility from the Department's operating budget into the \$1 transfer appropriation. |             |             |             |             |   |  |             |             |             |             |   |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>  |             |             |             |             |   |  |             |             |             |             |   |
| N/A  |             |             |             |             |   |  |             |             |             |             |   |

## CORE DECISION ITEM

Department of Transportation

Budget Unit: MoDOT Legal Expense Fund Transfer

Division: Department Wide

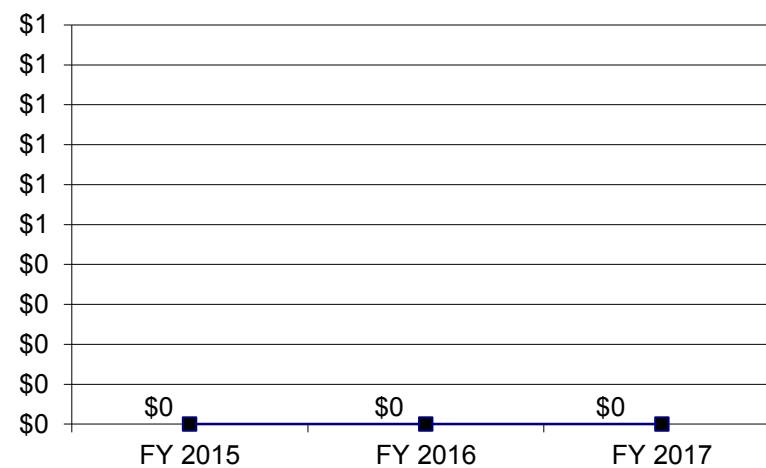
Core: MoDOT Legal Expense Fund Transfer

HB Section: 04.530

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$0               | \$0               | \$0               | \$1                    |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)     | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$0               | \$0               | \$0               | N/A                    |
| Actual Expenditures (All Funds) | \$0               | \$0               | \$0               | N/A                    |
| Unexpended (All Funds)          | \$0               | \$0               | \$0               | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$0               | \$0               | \$0               | N/A                    |
| Other                           | \$0               | \$0               | \$0               | N/A                    |

Actual Expenditures (All Funds)



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

FY 2018 is the first year for this appropriation.



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**CORE RECONCILIATION DETAIL**


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STATE

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MODOT LEGAL EXPENSE FUND TRF

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other    | Total    | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|----------|----------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |          |          |             |
|                                    | TRF             | 0.00        | 1        | 0        | 0        | 1        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |          |          |             |
|                                    | TRF             | 0.00        | 1        | 0        | 0        | 1        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |          |          |             |
|                                    | TRF             | 0.00        | 1        | 0        | 0        | 1        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                         | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019    | FY 2019     | *****      | *****       |
|-------------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| Decision Item                       | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ   | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                 | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR     | FTE         | COLUMN     | COLUMN      |
| <b>MODOT LEGAL EXPENSE FUND TRF</b> |            |             |            |             |            |             |            |             |
| <b>CORE</b>                         |            |             |            |             |            |             |            |             |
| TRANSFERS OUT                       | 0          | 0.00        | 1          | 0.00        | 1          | 0.00        | 0          | 0.00        |
| <b>TOTAL - TRF</b>                  | <b>0</b>   | <b>0.00</b> | <b>1</b>   | <b>0.00</b> | <b>1</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$0</b> | <b>0.00</b> | <b>\$1</b> | <b>0.00</b> | <b>\$1</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                     | \$0        | 0.00        | \$1        | 0.00        | \$1        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                       | \$0        | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |
| OTHER FUNDS                         | \$0        | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section: 04.530

Program Name: Department Wide

Program is found in the following core budget(s): MoDOT Legal Expense Fund Transfer

**1a. What strategic priority does this program address?**

Use resources wisely

**1b. What does this program do?**

In fiscal year 2018, the General Assembly appropriated \$1 for transfer from the Department's core budget to the State Legal Expense Fund for the payment of claims, premiums and expenses provided by Section 105.711 through Section 105.726, RSMo. In order to fund such expenses, the General Assembly also authorized three percent flexibility from the Department's operating budget into the \$1 transfer appropriation.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

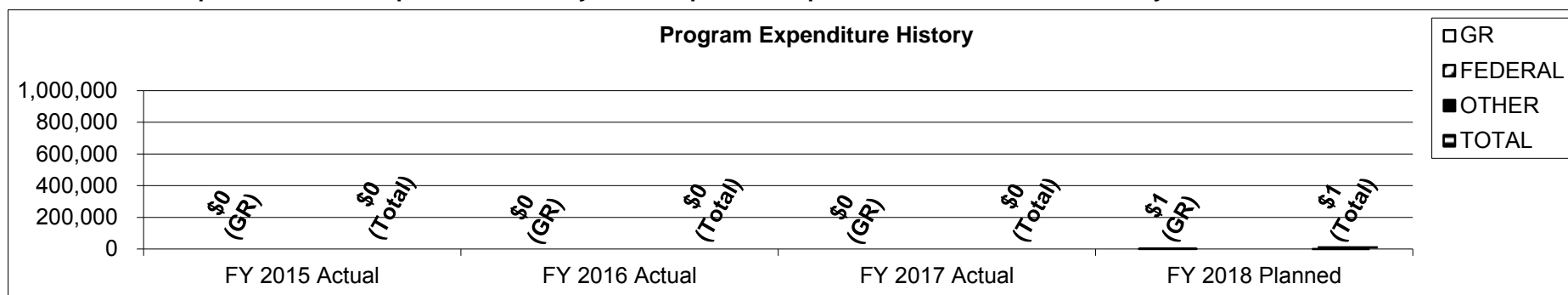
Section 105.711 through Section 105.726, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other " funds?**

N/A

## PROGRAM DESCRIPTION

**Department of Transportation****HB Section: 04.530****Program Name: Department Wide****Program is found in the following core budget(s): MoDOT Legal Expense Fund Transfer****7a. Provide an effectiveness measure.**

This transfer is needed solely for accounting purposes.

**7b. Provide an efficiency measure.**

This transfer is needed solely for accounting purposes.

**7c. Provide the number of clients/individuals served, if applicable.**

This transfer is needed solely for accounting purposes.

**7d. Provide a customer satisfaction measure, if available.**

This transfer is needed solely for accounting purposes.

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                 |                    |                |                    |                |                    |                 |                |                |
|------------------------------------|--------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>               | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>       | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                        | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>MULTIMODAL OPERATIONS ADMIN</b> |                    |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                        |                    |                |                    |                |                    |                 |                |                |
| PERSONAL SERVICES                  |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL      | 288,753            | 5.61           | 316,722            | 6.99           | 316,722            | 6.99            | 0              | 0.00           |
| STATE ROAD                         | 415,959            | 7.09           | 472,131            | 7.15           | 472,131            | 7.15            | 0              | 0.00           |
| RAILROAD EXPENSE                   | 368,508            | 7.45           | 466,942            | 9.12           | 466,942            | 9.12            | 0              | 0.00           |
| STATE TRANSPORTATION FUND          | 150,564            | 2.62           | 162,509            | 2.95           | 162,509            | 2.95            | 0              | 0.00           |
| AVIATION TRUST FUND                | 477,420            | 8.44           | 504,219            | 9.47           | 504,219            | 9.47            | 0              | 0.00           |
| TOTAL - PS                         | 1,701,204          | 31.21          | 1,922,523          | 35.68          | 1,922,523          | 35.68           | 0              | 0.00           |
| EXPENSE & EQUIPMENT                |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL      | 30,204             | 0.00           | 251,600            | 0.00           | 251,600            | 0.00            | 0              | 0.00           |
| STATE ROAD                         | 19,591             | 0.00           | 39,852             | 0.00           | 39,852             | 0.00            | 0              | 0.00           |
| RAILROAD EXPENSE                   | 81,301             | 0.00           | 145,000            | 0.00           | 145,000            | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND          | 12,385             | 0.00           | 26,220             | 0.00           | 26,220             | 0.00            | 0              | 0.00           |
| AVIATION TRUST FUND                | 17,884             | 0.00           | 24,827             | 0.00           | 24,827             | 0.00            | 0              | 0.00           |
| TOTAL - EE                         | 161,365            | 0.00           | 487,499            | 0.00           | 487,499            | 0.00            | 0              | 0.00           |
| PROGRAM-SPECIFIC                   |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL      | 0                  | 0.00           | 18,000             | 0.00           | 18,000             | 0.00            | 0              | 0.00           |
| TOTAL - PD                         | 0                  | 0.00           | 18,000             | 0.00           | 18,000             | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                       | <b>1,862,569</b>   | <b>31.21</b>   | <b>2,428,022</b>   | <b>35.68</b>   | <b>2,428,022</b>   | <b>35.68</b>    | <b>0</b>       | <b>0.00</b>    |
| <b>MODOT Pay Plan - 1605005</b>    |                    |                |                    |                |                    |                 |                |                |
| PERSONAL SERVICES                  |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL      | 0                  | 0.00           | 0                  | 0.00           | 15,059             | 0.00            | 0              | 0.00           |
| STATE ROAD                         | 0                  | 0.00           | 0                  | 0.00           | 18,168             | 0.00            | 0              | 0.00           |
| RAILROAD EXPENSE                   | 0                  | 0.00           | 0                  | 0.00           | 16,049             | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND          | 0                  | 0.00           | 0                  | 0.00           | 10,450             | 0.00            | 0              | 0.00           |
| AVIATION TRUST FUND                | 0                  | 0.00           | 0                  | 0.00           | 18,089             | 0.00            | 0              | 0.00           |
| TOTAL - PS                         | 0                  | 0.00           | 0                  | 0.00           | 77,815             | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                       | <b>0</b>           | <b>0.00</b>    | <b>0</b>           | <b>0.00</b>    | <b>77,815</b>      | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                 | <b>\$1,862,569</b> | <b>31.21</b>   | <b>\$2,428,022</b> | <b>35.68</b>   | <b>\$2,505,837</b> | <b>35.68</b>    | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>    | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b> |                     |                              |
| <b>Core: Multimodal Administration</b> | <b>HB Section:</b>  | <b>04.435</b>                |

## 1. CORE FINANCIAL SUMMARY

| FY 2019 Budget Request  |      |           |             |             |   | FY 2019 Governor's Recommendation   |      |         |       |       |   |
|---|------|-----------|-------------|-------------|---|---|------|---------|-------|-------|---|
|   | GR   | Federal   | Other       | Total       | E |   | GR   | Federal | Other | Total | E |
| PS  | \$0  | \$316,722 | \$1,605,801 | \$1,922,523 | E | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE  | \$0  | \$251,600 | \$235,899   | \$487,499   | E | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD   | \$0  | \$18,000  | \$0         | \$18,000    |   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF   | \$0  | \$0       | \$0         | \$0         |   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total   | \$0  | \$586,322 | \$1,841,700 | \$2,428,022 | E | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE   | 0.00 | 6.99      | 28.69       | 35.68       |   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4  | \$0  | \$233,832 | \$1,184,342 | \$1,418,174 |   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5  | \$0  | \$99,922  | \$433,797   | \$533,719   |   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |           |             |             |   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |

Other Funds: State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675), Aviation Trust Fund (0952)

Notes: An "E" is requested for \$1,645,653 Other Funds and \$316,722 Federal Funds

Other Funds:

Notes:

## 2. CORE DESCRIPTION

These personal services and expense and equipment appropriations are for the continuation of the core for administration of Multimodal Operations. This funding will allow the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.

## 3. PROGRAM LISTING (list programs included in this core funding)

123 public general aviation airports  
 34 general public transportation providers  
 Over 200 elderly and disabled special transportation providers  
 14 Missouri port authorities and one three-state port commission  
 Two daily intercity passenger trains between St. Louis and Kansas City

19 railroad companies which involve safety and highway related projects, including inspections and compliance resolutions for approximately 4,000 miles of railroad track, over 3,800 public highway/rail crossings and 3,000 private crossings  
 Two light rail operators for calendar year 2016 and one additional operator anticipated in calendar year 2017

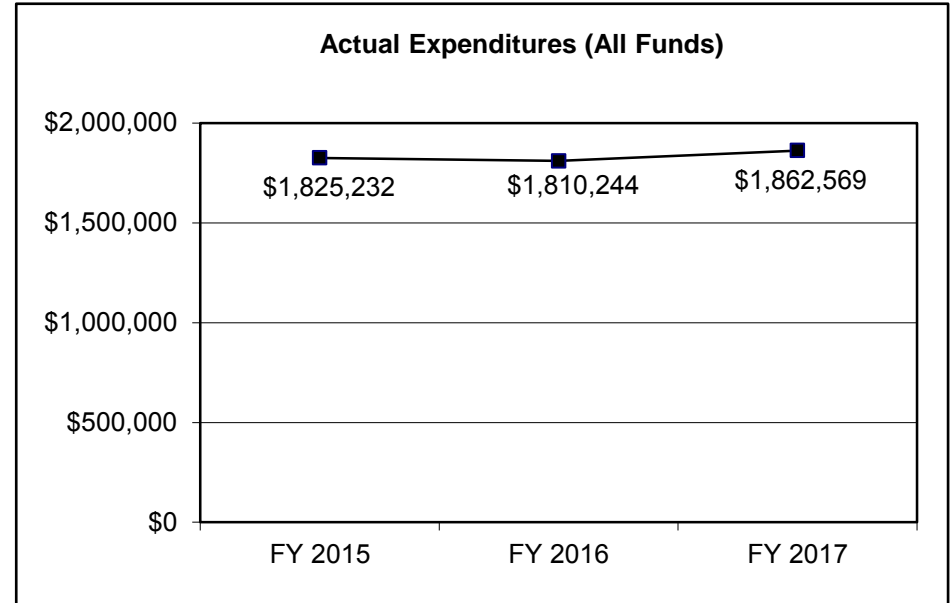


## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>    | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b> |                     |                              |
| <b>Core: Multimodal Administration</b> | <b>HB Section:</b>  | <b>04.435</b>                |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$2,316,493               | \$2,390,327               | \$2,428,022               | \$2,428,022                    |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | \$0                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | \$0                            |
| Budget Authority (All Funds)    | \$2,316,493               | \$2,390,327               | \$2,428,022               | \$2,428,022                    |
| Actual Expenditures (All Funds) | \$1,825,232               | \$1,810,244               | \$1,862,569               | N/A                            |
| Unexpended (All Funds)          | \$491,261                 | \$580,083                 | \$565,453                 | \$0                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$222,247                 | \$276,554                 | \$267,365                 | N/A                            |
| Other                           | \$269,014                 | \$303,529                 | \$298,088                 | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

## FLEXIBILITY REQUEST FORM

|                            |                                      |                    |   |
|----------------------------|--------------------------------------|--------------------|---|
| <b>BUDGET UNIT NUMBER:</b> | 60522C                               | <b>DEPARTMENT:</b> | Missouri Department of Transportation (MoDOT) |
| <b>BUDGET UNIT NAME:</b>   | Multimodal Operations Administration | <b>DIVISION:</b>   | Multimodal Operations                         |
| <b>HOUSE BILL SECTION:</b> | 04.435                               |                    |   |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

**DEPARTMENT REQUEST**

The department is requesting 25 percent flexibility for Multimodal Operations Administration for fiscal year 2019 between personal services and expense and equipment. This flexibility is requested to help manage priorities for administration. This flexibility allows MoDOT to provide services in the most efficient and reliable manner without artificially increasing appropriation authority.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b> | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b> | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
|---|---|--|
| N/A - No flexibility language in prior year.            | N/A - No flexibility language in current year.                                | The department is requesting 25 percent flexibility between personal services and expense and equipment from the State Road Fund, Multimodal Operations Federal Fund, Railroad Expense Fund, Aviation Trust Fund and State Transportation Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b> | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b> |
|--|---|
| N/A                                      | N/A   |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                          |      |       |                     |                   |   |             |                    |
|---|--------|--------------------------|------|-------|---------------------|-------------------|---|-------------|--------------------|
| HB  | Approp | APPROP NAME              | FUND | FUND  | FY 18 APPROP<br>AMT | ESTIMATED APPROPS |   | FLEXIBILITY |                    |
|   |        |                          |      |       |                     | FY 18             |   | FY 18       | FY 19<br>Requested |
| 04.435  | 8901   | MULTIMODAL OPS ADMIN PS  | 0126 | FED   | \$316,722           |                   | E |             | 25%                |
| 04.435  | 8902   | MULTIMODAL OPS ADMIN E&E | 0126 | FED   | \$269,600           |                   |   |             | 25%                |
| 04.435  | 7468   | MULTIMODAL OPS ADMIN PS  | 0320 | OTHER | \$472,131           |                   | E |             | 25%                |
| 04.435  | 8904   | MULTIMODAL OPS ADMIN E&E | 0320 | OTHER | \$39,852            |                   |   |             | 25%                |
| 04.435  | 6174   | MULTIMODAL OPS ADMIN PS  | 0659 | OTHER | \$466,942           |                   | E |             | 25%                |
| 04.435  | 6175   | MULTIMODAL OPS ADMIN E&E | 0659 | OTHER | \$145,000           |                   |   |             | 25%                |
| 04.435  | 9939   | MULTIMODAL OPS ADMIN PS  | 0675 | OTHER | \$162,509           |                   | E |             | 25%                |
| 04.435  | 2270   | MULTIMODAL OPS ADMIN E&E | 0675 | OTHER | \$26,220            |                   |   |             | 25%                |
| 04.435  | 4660   | MULTIMODAL OPS ADMIN PS  | 0952 | OTHER | \$504,219           |                   | E |             | 25%                |
| 04.435  | 4661   | MULTIMODAL OPS ADMIN E&E | 0952 | OTHER | \$24,827            |                   |   |             | 25%                |

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**CORE RECONCILIATION DETAIL**


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**STATE****MULTIMODAL OPERATIONS ADMIN**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>   | <b>GR</b> | <b>Federal</b> | <b>Other</b>     | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|--------------|-----------|----------------|------------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |              |           |                |                  |                  |                    |
|                                    | PS                      | 35.68        | 0         | 316,722        | 1,605,801        | 1,922,523        |                    |
|                                    | EE                      | 0.00         | 0         | 251,600        | 235,899          | 487,499          |                    |
|                                    | PD                      | 0.00         | 0         | 18,000         | 0                | 18,000           |                    |
|                                    | <b>Total</b>            | <b>35.68</b> | <b>0</b>  | <b>586,322</b> | <b>1,841,700</b> | <b>2,428,022</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |              |           |                |                  |                  |                    |
|                                    | PS                      | 35.68        | 0         | 316,722        | 1,605,801        | 1,922,523        |                    |
|                                    | EE                      | 0.00         | 0         | 251,600        | 235,899          | 487,499          |                    |
|                                    | PD                      | 0.00         | 0         | 18,000         | 0                | 18,000           |                    |
|                                    | <b>Total</b>            | <b>35.68</b> | <b>0</b>  | <b>586,322</b> | <b>1,841,700</b> | <b>2,428,022</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |              |           |                |                  |                  |                    |
|                                    | PS                      | 35.68        | 0         | 316,722        | 1,605,801        | 1,922,523        |                    |
|                                    | EE                      | 0.00         | 0         | 251,600        | 235,899          | 487,499          |                    |
|                                    | PD                      | 0.00         | 0         | 18,000         | 0                | 18,000           |                    |
|                                    | <b>Total</b>            | <b>35.68</b> | <b>0</b>  | <b>586,322</b> | <b>1,841,700</b> | <b>2,428,022</b> |                    |

## DECISION ITEM DETAIL

| Budget Unit                        | FY 2017          | FY 2017      | FY 2018          | FY 2018      | FY 2019          | FY 2019      | *****    | *****       |
|------------------------------------|------------------|--------------|------------------|--------------|------------------|--------------|----------|-------------|
| Decision Item                      | ACTUAL           | ACTUAL       | BUDGET           | BUDGET       | DEPT REQ         | DEPT REQ     | SECURED  | SECURED     |
| Budget Object Class                | DOLLAR           | FTE          | DOLLAR           | FTE          | DOLLAR           | FTE          | COLUMN   | COLUMN      |
| <b>MULTIMODAL OPERATIONS ADMIN</b> |                  |              |                  |              |                  |              |          |             |
| <b>CORE</b>                        |                  |              |                  |              |                  |              |          |             |
| RAIL SAFETY SPECIALIST             | 204,475          | 4.13         | 219,540          | 4.12         | 219,540          | 4.12         | 0        | 0.00        |
| SR RAILROAD SAFETY INSPECTOR       | 246,942          | 5.39         | 307,221          | 6.47         | 307,221          | 6.47         | 0        | 0.00        |
| ADMINISTRATIVE TECHNICIAN          | 1,177            | 0.04         | 0                | 0.00         | 0                | 0.00         | 0        | 0.00        |
| EXECUTIVE ASSISTANT                | 32,900           | 1.00         | 40,862           | 1.17         | 40,862           | 1.17         | 0        | 0.00        |
| SENIOR FINANCIAL SERVICES TECH     | 32,973           | 1.00         | 40,862           | 1.17         | 40,862           | 1.17         | 0        | 0.00        |
| AIRPORT PROJECT TECHNICIAN         | 44,446           | 1.00         | 47,946           | 1.07         | 47,946           | 1.07         | 0        | 0.00        |
| AIRPLANE PILOT                     | 27,827           | 0.50         | 29,737           | 0.50         | 29,737           | 0.50         | 0        | 0.00        |
| AVIATION OPERATIONS MANAGER        | 61,790           | 1.01         | 64,593           | 1.07         | 64,593           | 1.07         | 0        | 0.00        |
| RAILROAD OPERATIONS MANAGER        | 58,865           | 1.00         | 72,872           | 1.26         | 72,872           | 1.26         | 0        | 0.00        |
| INTERM MULTIMODAL OPER SPECIAL     | 21,456           | 0.50         | 46,379           | 1.07         | 46,379           | 1.07         | 0        | 0.00        |
| MULTIMODAL OPERATIONS SPECIALI     | 19,246           | 0.50         | 48,815           | 1.38         | 48,815           | 1.38         | 0        | 0.00        |
| SR MULTIMODAL OPER SPECIALIST      | 246,688          | 4.88         | 244,310          | 5.25         | 244,310          | 5.25         | 0        | 0.00        |
| ADMIN OF FREIGHT & WATERWAYS       | 82,660           | 1.00         | 86,513           | 1.00         | 86,513           | 1.00         | 0        | 0.00        |
| SR FINANCIAL SERVICES SPECIALI     | 51,642           | 1.00         | 59,627           | 1.17         | 59,627           | 1.17         | 0        | 0.00        |
| ADMINISTRATOR OF AVIATION          | 71,006           | 1.00         | 74,531           | 1.00         | 74,531           | 1.00         | 0        | 0.00        |
| ADMINISTRATOR OF RAILROADS         | 73,764           | 1.00         | 82,637           | 1.00         | 82,637           | 1.00         | 0        | 0.00        |
| ADMINISTRATOR OF TRANSIT           | 71,006           | 1.00         | 81,347           | 1.00         | 81,347           | 1.00         | 0        | 0.00        |
| RAILROAD PROJECTS MANAGER          | 52,810           | 0.79         | 74,849           | 1.00         | 74,849           | 1.00         | 0        | 0.00        |
| AVIATION PROGRAMS MANAGER          | 67,121           | 1.00         | 70,639           | 1.07         | 70,639           | 1.07         | 0        | 0.00        |
| SR CONSTRUCTION INSPECTOR          | 110,973          | 2.01         | 115,280          | 2.16         | 115,280          | 2.16         | 0        | 0.00        |
| SR OFFICE ASSISTANT-TPT            | 15,502           | 0.46         | 0                | 0.75         | 0                | 0.75         | 0        | 0.00        |
| MULTIMODAL OPRATNS DIRECTOR        | 105,935          | 1.00         | 113,963          | 1.00         | 113,963          | 1.00         | 0        | 0.00        |
| <b>TOTAL - PS</b>                  | <b>1,701,204</b> | <b>31.21</b> | <b>1,922,523</b> | <b>35.68</b> | <b>1,922,523</b> | <b>35.68</b> | <b>0</b> | <b>0.00</b> |
| TRAVEL, IN-STATE                   | 77,870           | 0.00         | 145,452          | 0.00         | 145,452          | 0.00         | 0        | 0.00        |
| TRAVEL, OUT-OF-STATE               | 19,610           | 0.00         | 95,027           | 0.00         | 95,027           | 0.00         | 0        | 0.00        |
| SUPPLIES                           | 18,049           | 0.00         | 71,800           | 0.00         | 71,800           | 0.00         | 0        | 0.00        |
| PROFESSIONAL DEVELOPMENT           | 13,479           | 0.00         | 122,100          | 0.00         | 122,100          | 0.00         | 0        | 0.00        |
| COMMUNICATION SERV & SUPP          | 18,758           | 0.00         | 36,400           | 0.00         | 36,400           | 0.00         | 0        | 0.00        |
| PROFESSIONAL SERVICES              | 832              | 0.00         | 9,220            | 0.00         | 9,220            | 0.00         | 0        | 0.00        |
| M&R SERVICES                       | 1,600            | 0.00         | 2,500            | 0.00         | 2,500            | 0.00         | 0        | 0.00        |
| COMPUTER EQUIPMENT                 | 0                | 0.00         | 500              | 0.00         | 500              | 0.00         | 0        | 0.00        |
| OTHER EQUIPMENT                    | 8,380            | 0.00         | 0                | 0.00         | 0                | 0.00         | 0        | 0.00        |

**DECISION ITEM DETAIL**

| Budget Unit                        | FY 2017            | FY 2017      | FY 2018            | FY 2018      | FY 2019            | FY 2019      | *****      | *****       |
|------------------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|------------|-------------|
| Decision Item                      | ACTUAL             | ACTUAL       | BUDGET             | BUDGET       | DEPT REQ           | DEPT REQ     | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR             | FTE          | DOLLAR             | FTE          | DOLLAR             | FTE          | COLUMN     | COLUMN      |
| <b>MULTIMODAL OPERATIONS ADMIN</b> |                    |              |                    |              |                    |              |            |             |
| <b>CORE</b>                        |                    |              |                    |              |                    |              |            |             |
| MISCELLANEOUS EXPENSES             | 2,787              | 0.00         | 4,500              | 0.00         | 4,500              | 0.00         | 0          | 0.00        |
| <b>TOTAL - EE</b>                  | <b>161,365</b>     | <b>0.00</b>  | <b>487,499</b>     | <b>0.00</b>  | <b>487,499</b>     | <b>0.00</b>  | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS              | 0                  | 0.00         | 13,000             | 0.00         | 13,000             | 0.00         | 0          | 0.00        |
| REFUNDS                            | 0                  | 0.00         | 5,000              | 0.00         | 5,000              | 0.00         | 0          | 0.00        |
| <b>TOTAL - PD</b>                  | <b>0</b>           | <b>0.00</b>  | <b>18,000</b>      | <b>0.00</b>  | <b>18,000</b>      | <b>0.00</b>  | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$1,862,569</b> | <b>31.21</b> | <b>\$2,428,022</b> | <b>35.68</b> | <b>\$2,428,022</b> | <b>35.68</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>             | <b>\$0</b>         | <b>0.00</b>  | <b>\$0</b>         | <b>0.00</b>  | <b>\$0</b>         | <b>0.00</b>  |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>               | <b>\$318,957</b>   | <b>5.61</b>  | <b>\$586,322</b>   | <b>6.99</b>  | <b>\$586,322</b>   | <b>6.99</b>  |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                 | <b>\$1,543,612</b> | <b>25.60</b> | <b>\$1,841,700</b> | <b>28.69</b> | <b>\$1,841,700</b> | <b>28.69</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.435

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

## 1a. What strategic priority does this program address?

Use resources wisely

## 1b. What does this program do?

This program allows the Multimodal Operations staff to provide assistance and administration of the multimodal programs within the state of Missouri.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.220, 226.225, 305.230, 389.610, 389.612 and 622.015, RSMo.

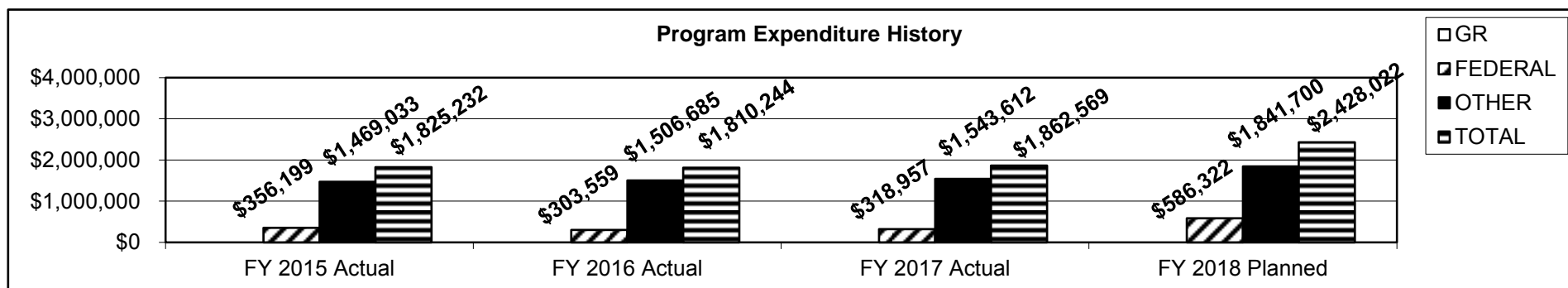
## 3. Are there federal matching requirements? If yes, please explain.

Depending on the program, administrative federal funds can require a match up to 20 percent of state funds.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

State Road Fund (0320), Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.435

Program Name: Multimodal Operations Administration

Program is found in the following core budget(s): Multimodal Operations Administration

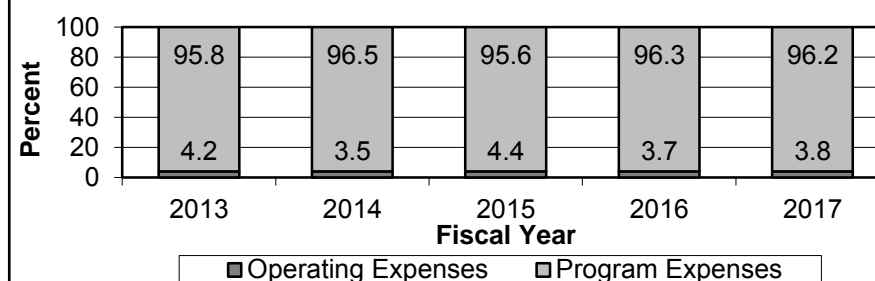
7a. Provide an effectiveness measure.

**Multimodal Operations State Budget by Fiscal Year  
(Dollars in Millions)**

|              | FY 2014       | FY 2015       | FY 2016       | FY 2017       | FY 2018       |
|--------------|---------------|---------------|---------------|---------------|---------------|
| Transit      | \$3.5         | \$4.0         | \$3.5         | \$4.5         | \$4.2         |
| Rail         | \$11.9        | \$13.0        | \$13.8        | \$13.3        | \$12.3        |
| Aviation     | \$16.0        | \$11.4        | \$12.2        | \$14.0        | \$8.9         |
| Waterways    | \$3.3         | \$3.3         | \$6.2         | \$1.7         | \$4.0         |
| Freight      | \$0.9         | \$0.7         | \$0.9         | \$1.0         | \$1.0         |
| <b>Total</b> | <b>\$35.6</b> | <b>\$32.4</b> | <b>\$36.6</b> | <b>\$34.5</b> | <b>\$30.4</b> |

7b. Provide an efficiency measure.

**Distribution of Expenditures for Multimodal Operations**



7c. Provide the number of clients/individuals served, if applicable.

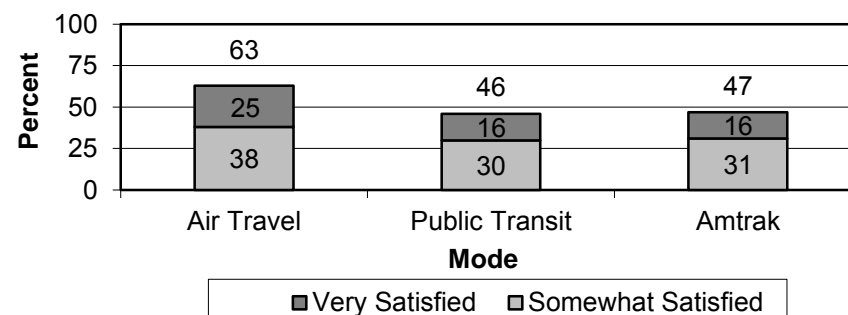
**Number of Passengers by Mode  
(In millions)**

|      | Transit <sup>1</sup> | Rail <sup>1</sup> | Aviation <sup>2</sup> |
|------|----------------------|-------------------|-----------------------|
| 2013 | 62.3                 | 0.2               | 11.6                  |
| 2014 | 63.2                 | 0.2               | 11.7                  |
| 2015 | 62.8                 | 0.2               | 11.9                  |
| 2016 | 59.1                 | 0.2               | N/A                   |
| 2017 | 57.8                 | 0.2               | N/A                   |

<sup>1</sup> Transit and Rail passenger data is published by fiscal year.<sup>2</sup> The Federal Aviation Administration publishes data in October for the preceding calendar year.

7d. Provide a customer satisfaction measure, if available.

**Percent of Customers Satisfied with Transportation  
Options for Calendar Year 2015**



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options.





**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                         |                  |                |                  |                |                    |                 |                |                |
|--|------------------|----------------|------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                       | <b>FY 2017</b>   | <b>FY 2017</b> | <b>FY 2018</b>   | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>               | <b>ACTUAL</b>    | <b>ACTUAL</b>  | <b>BUDGET</b>    | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                                | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>SUPPORT TO THE MULTIMODAL DIV</b>       |                  |                |                  |                |                    |                 |                |                |
| <b>CORE</b>                                |                  |                |                  |                |                    |                 |                |                |
| PROGRAM-SPECIFIC                           |                  |                |                  |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL              | 39,778           | 0.00           | 167,000          | 0.00           | 167,000            | 0.00            | 0              | 0.00           |
| RAILROAD EXPENSE                           | 75,613           | 0.00           | 270,000          | 0.00           | 270,000            | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND                  | 18,079           | 0.00           | 70,000           | 0.00           | 70,000             | 0.00            | 0              | 0.00           |
| AVIATION TRUST FUND                        | 69,015           | 0.00           | 151,134          | 0.00           | 151,134            | 0.00            | 0              | 0.00           |
| TOTAL - PD                                 | 202,485          | 0.00           | 658,134          | 0.00           | 658,134            | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                               | <b>202,485</b>   | <b>0.00</b>    | <b>658,134</b>   | <b>0.00</b>    | <b>658,134</b>     | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>Support to Multimodal Ops - 1605011</b> |                  |                |                  |                |                    |                 |                |                |
| PROGRAM-SPECIFIC                           |                  |                |                  |                |                    |                 |                |                |
| RAILROAD EXPENSE                           | 0                | 0.00           | 0                | 0.00           | 420,000            | 0.00            | 0              | 0.00           |
| TOTAL - PD                                 | 0                | 0.00           | 0                | 0.00           | 420,000            | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                               | <b>0</b>         | <b>0.00</b>    | <b>0</b>         | <b>0.00</b>    | <b>420,000</b>     | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                         | <b>\$202,485</b> | <b>0.00</b>    | <b>\$658,134</b> | <b>0.00</b>    | <b>\$1,078,134</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|   |                     |                              |
|---|---------------------|------------------------------|
| <b>Department of Transportation</b>         | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>      |                     |                              |
| <b>Core: Support to Multimodal Division</b> | <b>HB Section:</b>  | <b>04.440</b>                |

## 1. CORE FINANCIAL SUMMARY

| FY 2019 Budget Request  |      |           |           |           |   | FY 2019 Governor's Recommendation   |      |         |       |       |   |
|---|------|-----------|-----------|-----------|---|---|------|---------|-------|-------|---|
|   | GR   | Federal   | Other     | Total     | E |   | GR   | Federal | Other | Total | E |
| PS  | \$0  | \$0       | \$0       | \$0       |   | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE  | \$0  | \$0       | \$0       | \$0       |   | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD   | \$0  | \$167,000 | \$491,134 | \$658,134 |   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF   | \$0  | \$0       | \$0       | \$0       |   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total   | \$0  | \$167,000 | \$491,134 | \$658,134 |   | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE   | 0.00 | 0.00      | 0.00      | 0.00      |   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4  | \$0  | \$0       | \$0       | \$0       |   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5  | \$0  | \$0       | \$0       | \$0       |   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |           |           |           |   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |

Other Funds: Railroad Expense Fund (0659), State Transportation Fund (0675)  
Aviation Trust Fund (0952)

Notes:

Other Funds:

Notes:

## 2. CORE DESCRIPTION

These appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support as the Multimodal Division carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways.

## 3. PROGRAM LISTING (list programs included in this core funding)

123 public general aviation airports  
34 general public transportation providers  
Over 200 elderly and disabled special transportation providers  
14 Missouri port authorities and one three-state port commission  
Two daily intercity passenger trains between St. Louis and Kansas City

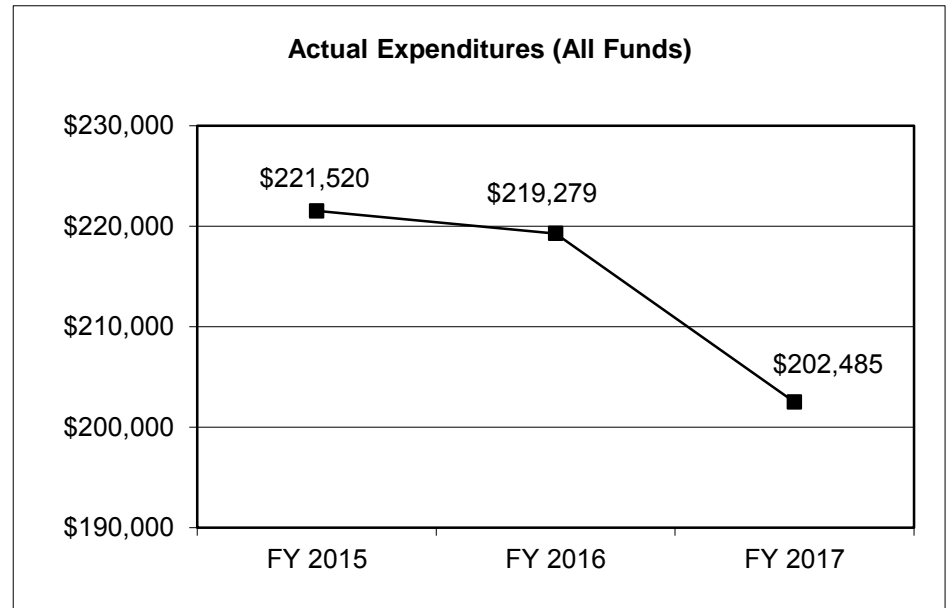
19 railroad companies which involve safety and highway related projects, including inspections and compliance resolutions for approximately 4,000 miles of railroad track, over 3,800 public highway/rail crossings and 3,000 private crossings  
Two light rail operators for calendar year 2016 and one additional operator anticipated in calendar year 2017

## CORE DECISION ITEM

|   |                     |                              |
|---|---------------------|------------------------------|
| <b>Department of Transportation</b>         | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>      |                     |                              |
| <b>Core: Support to Multimodal Division</b> | <b>HB Section:</b>  | <b>04.440</b>                |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$284,567                 | \$329,067                 | \$329,067                 | \$658,134                      |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$284,567                 | \$329,067                 | \$329,067                 | N/A                            |
| Actual Expenditures (All Funds) | \$221,520                 | \$219,279                 | \$202,485                 | N/A                            |
| Unexpended (All Funds)          | \$63,047                  | \$109,788                 | \$126,582                 | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$35,682                  | \$39,102                  | \$43,722                  | N/A                            |
| Other                           | \$27,365                  | \$70,686                  | \$82,860                  | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes Governor's standard 3 percent reserve (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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STATE

SUPPORT TO THE MULTIMODAL DIV

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal        | Other          | Total          | Explanation |
|------------------------------------|-----------------|-------------|----------|----------------|----------------|----------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |                |                |                |             |
|                                    | PD              | 0.00        | 0        | 167,000        | 491,134        | 658,134        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>167,000</b> | <b>491,134</b> | <b>658,134</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |                |                |                |             |
|                                    | PD              | 0.00        | 0        | 167,000        | 491,134        | 658,134        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>167,000</b> | <b>491,134</b> | <b>658,134</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |                |                |                |             |
|                                    | PD              | 0.00        | 0        | 167,000        | 491,134        | 658,134        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>167,000</b> | <b>491,134</b> | <b>658,134</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017          | FY 2017     | FY 2018          | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|--------------------------------------|------------------|-------------|------------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL           | ACTUAL      | BUDGET           | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR           | FTE         | DOLLAR           | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>SUPPORT TO THE MULTIMODAL DIV</b> |                  |             |                  |             |                  |             |            |             |
| <b>CORE</b>                          |                  |             |                  |             |                  |             |            |             |
| PROGRAM DISTRIBUTIONS                | 202,485          | 0.00        | 658,134          | 0.00        | 658,134          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                    | <b>202,485</b>   | <b>0.00</b> | <b>658,134</b>   | <b>0.00</b> | <b>658,134</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$202,485</b> | <b>0.00</b> | <b>\$658,134</b> | <b>0.00</b> | <b>\$658,134</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                      | \$0              | 0.00        | \$0              | 0.00        | \$0              | 0.00        |            | 0.00        |
| FEDERAL FUNDS                        | \$39,778         | 0.00        | \$167,000        | 0.00        | \$167,000        | 0.00        |            | 0.00        |
| OTHER FUNDS                          | \$162,707        | 0.00        | \$491,134        | 0.00        | \$491,134        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.440

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division

## 1a. What strategic priority does this program address?

Use resources wisely

## 1b. What does this program do?

This program reimburses the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support as the Multimodal Division carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, Title 23 USC 130, Title 49 USC (various programs), 33.546, 226.225, 305.230 and 622.015, RSMo.

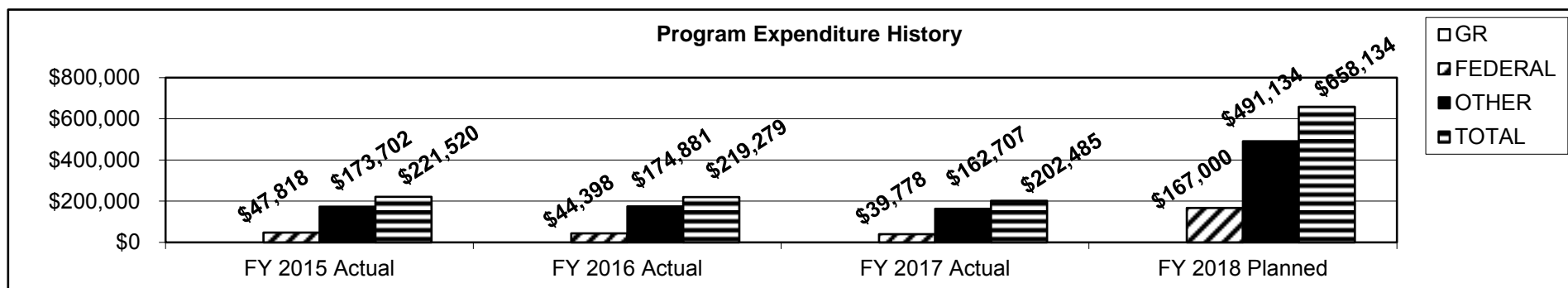
## 3. Are there federal matching requirements? If yes, please explain.

Depending on the program, administrative federal funds can require a match up to 20 percent of state funds.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

Railroad Expense Fund (0659), State Transportation Fund (0675) and Aviation Trust Fund (0952)

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.440

Program Name: Support to Multimodal Division

Program is found in the following core budget(s): Support to Multimodal Division

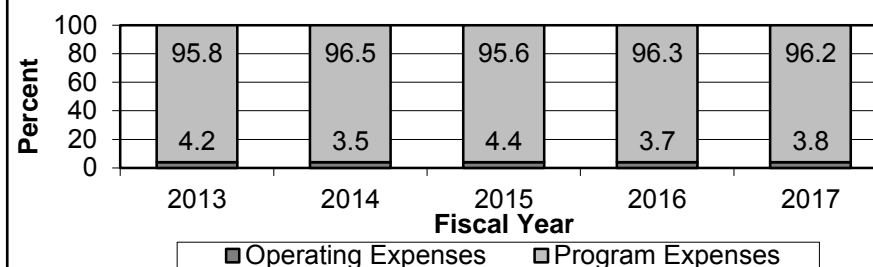
7a. Provide an effectiveness measure.

Multimodal Operations State Budget by Fiscal Year  
(Dollars in Millions)

|              | FY 2014       | FY 2015       | FY 2016       | FY 2017       | FY 2018       |
|--------------|---------------|---------------|---------------|---------------|---------------|
| Transit      | \$3.5         | \$4.0         | \$3.5         | \$4.5         | \$4.2         |
| Rail         | \$11.9        | \$13.0        | \$13.8        | \$13.3        | \$12.3        |
| Aviation     | \$16.0        | \$11.4        | \$12.2        | \$14.0        | \$8.9         |
| Waterways    | \$3.3         | \$3.3         | \$6.2         | \$1.7         | \$4.0         |
| Freight      | \$0.9         | \$0.7         | \$0.9         | \$1.0         | \$1.0         |
| <b>Total</b> | <b>\$35.6</b> | <b>\$32.4</b> | <b>\$36.6</b> | <b>\$34.5</b> | <b>\$30.4</b> |

7b. Provide an efficiency measure.

Distribution of Expenditures for Multimodal Operations



7c. Provide the number of clients/individuals served, if applicable.

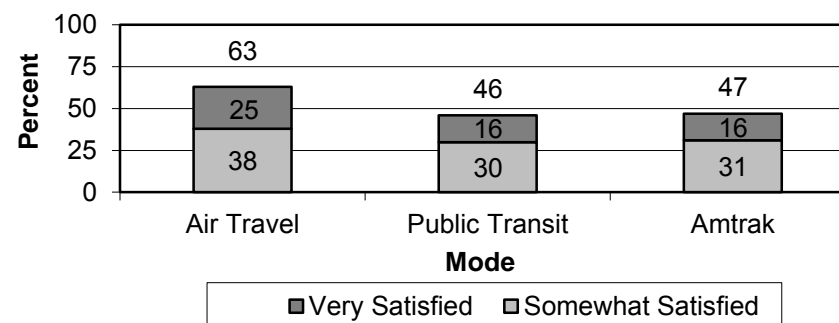
Number of Passengers by Mode  
(In millions)

|      | Transit <sup>1</sup> | Rail <sup>1</sup> | Aviation <sup>2</sup> |
|------|----------------------|-------------------|-----------------------|
| 2013 | 62.3                 | 0.2               | 11.6                  |
| 2014 | 63.2                 | 0.2               | 11.7                  |
| 2015 | 62.8                 | 0.2               | 11.9                  |
| 2016 | 59.1                 | 0.2               | N/A                   |
| 2017 | 57.8                 | 0.2               | N/A                   |

<sup>1</sup> Transit and Rail passenger data is published by fiscal year.<sup>2</sup> The Federal Aviation Administration publishes data in October for the preceding calendar year.

7d. Provide a customer satisfaction measure, if available.

Percent of Customers Satisfied with Transportation Options for Calendar Year 2015



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options.



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NEW DECISION ITEM  
RANK: 7 OF 12

Department of Transportation  
Division: Multimodal Operations  
DI Name: Support to Multimodal Division Expansion DI# 1605011

Budget Unit: Multimodal Operations  
HB Section: 04.440

### 1. AMOUNT OF REQUEST

| FY 2019 Budget Request |            |            |                  |                  |
|------------------------|------------|------------|------------------|------------------|
|                        | GR         | Federal    | Other            | Total E          |
| PS                     | \$0        | \$0        | \$0              | \$0              |
| EE                     | \$0        | \$0        | \$0              | \$0              |
| PSD                    | \$0        | \$0        | \$420,000        | \$420,000        |
| TRF                    | \$0        | \$0        | \$0              | \$0              |
| <b>Total</b>           | <b>\$0</b> | <b>\$0</b> | <b>\$420,000</b> | <b>\$420,000</b> |
| <br>FTE                | <br>0.00   | <br>0.00   | <br>0.00         | <br>0.00         |

|      |     |     |     |     |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds: Railroad Expense Fund (0659)

Notes:

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
| <br>FTE                           | <br>0.00   | <br>0.00   | <br>0.00   | <br>0.00   |

|      |     |     |     |     |
|------|-----|-----|-----|-----|
| HB 4 | \$0 | \$0 | \$0 | \$0 |
| HB 5 | \$0 | \$0 | \$0 | \$0 |

Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.

Other Funds:

Notes:

### 2. THIS REQUEST CAN BE CATEGORIZED AS:

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

### 3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.

These appropriations reimburse the State Road Fund for the use of MoDOT employees and equipment funded by the State Road Fund in providing support as the Multimodal Division carries out its transportation responsibilities in the areas of aviation, railroads, transit, freight and waterways. MoDOT's Information Systems division is procuring a system enhancement project for the railroad module of the department's Transportation Management System (TMS) that will modernize tracking of grade crossing safety projects and provide additional system functionality related to railroad regulatory safety enforcement. The Support to Multimodal appropriation for the Railroad Expense Fund will pay sixty percent of the project cost. The project is expected to begin in fiscal year 2018.

NEW DECISION ITEM  
RANK: 7 OF 12

|   |   |
|---|---|
| Department of Transportation                                  | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations                               |   |
| DI Name: Support to Multimodal Division Expansion DI# 1605011 | HB Section: <u>04.440</u>                 |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

The total estimated cost of the system enhancement project discussed above is \$700,000. The Railroad Expense Fund will pay 60 percent of the total project cost, or \$420,000. The project is expected to begin in fiscal year 2018 and will continue into fiscal year 2019.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| Total PS                      | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| Total EE                      | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Program Distributions (800)   |                           |                       |                            |                        | \$420,000                    |                          | \$420,000                    |                          |                                 |   |
| Total PSD                     | \$0                       |                       | \$0                        |                        | \$420,000                    |                          | \$420,000                    |                          | \$0                             |   |
| Total TRF                     | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Grand Total                   | \$0                       | 0.0                   | \$0                        | 0.0                    | \$420,000                    | 0.0                      | \$420,000                    | 0.0                      | \$0                             |   |

NEW DECISION ITEM  
RANK: 7 OF 12

Department of Transportation  
Division: Multimodal Operations  
DI Name: Support to Multimodal Division Expansion DI# 1605011

Budget Unit: Multimodal Operations  
HB Section: 04.440

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

**6a. Provide an effectiveness measure.**

**Multimodal Operations State Budget by Fiscal Year  
(Dollars in Millions)**

|              | FY 2014       | FY 2015       | FY 2016       | FY 2017       | FY 2018       |
|--------------|---------------|---------------|---------------|---------------|---------------|
| Transit      | \$3.5         | \$4.0         | \$3.5         | \$4.5         | \$4.2         |
| Rail         | \$11.9        | \$13.0        | \$13.8        | \$13.3        | \$12.3        |
| Aviation     | \$16.0        | \$11.4        | \$12.2        | \$14.0        | \$8.9         |
| Waterways    | \$3.3         | \$3.3         | \$6.2         | \$1.7         | \$4.0         |
| Freight      | \$0.9         | \$0.7         | \$0.9         | \$1.0         | \$1.0         |
| <b>Total</b> | <b>\$35.6</b> | <b>\$32.4</b> | <b>\$36.6</b> | <b>\$34.5</b> | <b>\$30.4</b> |

**6c. Provide the number of clients/individuals served, if applicable.**

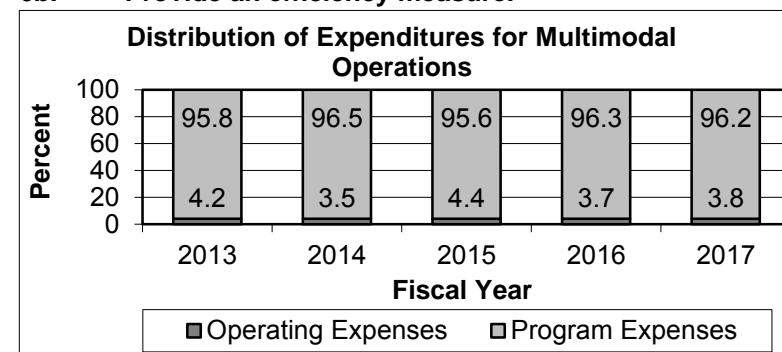
**Number of Passengers by Mode  
(In millions)**

|      | Transit <sup>1</sup> | Rail <sup>1</sup> | Aviation <sup>2</sup> |
|------|----------------------|-------------------|-----------------------|
| 2013 | 62.3                 | 0.2               | 11.6                  |
| 2014 | 63.2                 | 0.2               | 11.7                  |
| 2015 | 62.8                 | 0.2               | 11.9                  |
| 2016 | 59.1                 | 0.2               | N/A                   |
| 2017 | 57.8                 | 0.2               | N/A                   |

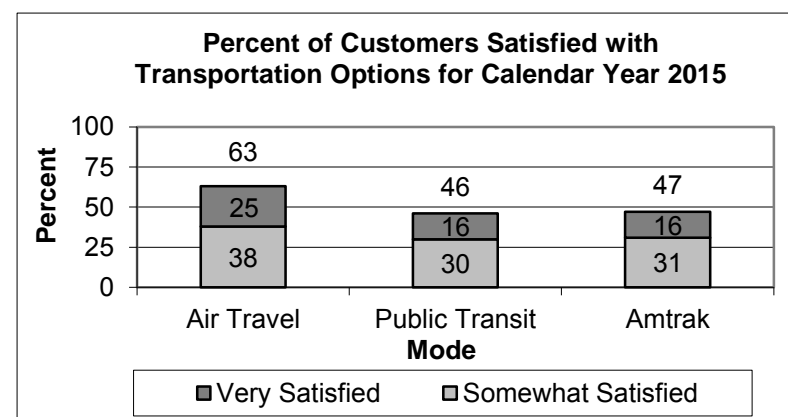
<sup>1</sup> Transit and Rail passenger data is published by fiscal year.

<sup>2</sup> The Federal Aviation Administration publishes data in October for the preceding calendar year.

**6b. Provide an efficiency measure.**



**6d. Provide a customer satisfaction measure, if available.**



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options.

RANK:                      **NEW DECISION ITEM**  
                                 7                      OF                      12

|  |  |
|--|--|
| <u>Department of Transportation</u>                                  | <b>Budget Unit:</b> <u>Multimodal Operations</u> |
| <u>Division: Multimodal Operations</u>                               |  |
| <u>DI Name: Support to Multimodal Division Expansion DI# 1605011</u> | <b>HB Section:</b> <u>04.440</u>                 |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Effectively manage multimodal programs to keep administration cost low.

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|--------------------------------------|------------|-------------|------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>SUPPORT TO THE MULTIMODAL DIV</b> |            |             |            |             |                  |             |            |             |
| Support to Multimodal Ops - 1605011  |            |             |            |             |                  |             |            |             |
| PROGRAM DISTRIBUTIONS                | 0          | 0.00        | 0          | 0.00        | 420,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                    | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>420,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$420,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                      | \$0        | 0.00        | \$0        | 0.00        | \$0              | 0.00        |            | 0.00        |
| FEDERAL FUNDS                        | \$0        | 0.00        | \$0        | 0.00        | \$0              | 0.00        |            | 0.00        |
| OTHER FUNDS                          | \$0        | 0.00        | \$0        | 0.00        | \$420,000        | 0.00        |            | 0.00        |

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>               |                  |                |                    |                |                    |                 |                |                |
|----------------------------------|------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>             | <b>FY 2017</b>   | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>     | <b>ACTUAL</b>    | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                      | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>MULTIMODAL REVOLVING LOAN</b> |                  |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                      |                  |                |                    |                |                    |                 |                |                |
| PROGRAM-SPECIFIC                 |                  |                |                    |                |                    |                 |                |                |
| STATE TRANSPORT ASSIST REVOLV    | 301,205          | 0.00           | 1,000,000          | 0.00           | 1,000,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                       | 301,205          | 0.00           | 1,000,000          | 0.00           | 1,000,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                     | <b>301,205</b>   | <b>0.00</b>    | <b>1,000,000</b>   | <b>0.00</b>    | <b>1,000,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>               | <b>\$301,205</b> | <b>0.00</b>    | <b>\$1,000,000</b> | <b>0.00</b>    | <b>\$1,000,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|   |  |  |  |  |  |  |  |  |  |
|---|--|--|--|--|--|--|--|--|--|
| <b>Department of Transportation</b>   |  |  |  |  | <b>Budget Unit: <u>Multimodal Operations</u></b> |  |  |  |  |
| <b>Division: Multimodal Operations</b>  |  |  |  |  |  |  |  |  |  |
| <b>Core: Multimodal State Transportation Assistance Revolving Loan (STAR)</b> |  |  |  |  | <b>HB Section: <u>04.445</u></b>                 |  |  |  |  |

| <b>1. CORE FINANCIAL SUMMARY</b>   |             |             |                    |                    |                                   |  |             |             |             |             |   |
|--|-------------|-------------|--------------------|--------------------|-----------------------------------|--|-------------|-------------|-------------|-------------|---|
| FY 2019 Budget Request   |             |             |                    |                    | FY 2019 Governor's Recommendation |  |             |             |             |             |   |
|  | GR          | Federal     | Other              | Total              | E                                 |  | GR          | Federal     | Other       | Total       | E |
| <b>PS</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>PS</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>EE</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>EE</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>PSD</b>   | \$0         | \$0         | \$1,000,000        | \$1,000,000        |                                   | <b>PSD</b>   | \$0         | \$0         | \$0         | \$0         |   |
| <b>TRF</b>   | \$0         | \$0         | \$0                | \$0                |                                   | <b>TRF</b>   | \$0         | \$0         | \$0         | \$0         |   |
| <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$1,000,000</b> | <b>\$1,000,000</b> |                                   | <b>Total</b>   | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  | <b>\$0</b>  |   |
| <b>FTE</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b>        | <b>0.00</b>        |                                   | <b>FTE</b>   | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |   |
| <b>HB 4</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>HB 4</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <b>HB 5</b>  | \$0         | \$0         | \$0                | \$0                |                                   | <b>HB 5</b>  | \$0         | \$0         | \$0         | \$0         |   |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |             |             |                    |                    |                                   | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |             |             |             |             |   |
| Other Funds: State Transportation Assistance Revolving Fund (0841)   |             |             |                    |                    |                                   | Other Funds:   |             |             |             |             |   |
| Notes:   |             |             |                    |                    |                                   | Notes:   |             |             |             |             |   |

| <b>2. CORE DESCRIPTION</b>  |
|---|
| <p>This appropriation is for the continuation of the loan program that provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:</p> <ul style="list-style-type: none"> <li>- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;</li> <li>- The purchase of vehicles for transportation of elderly and disabled persons; or</li> <li>- The purchase of rolling stock for transit purposes.</li> </ul> |

| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |                                |                      |                    |          |        |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
|---|--------------------------------|----------------------|--------------------|----------|--------|--|--------|---------------|----------------------|--------------------|------|------|----------------|------------|-----------|-----------|----------|--------|-------------------|------------|-----------|----------|----------|--------|----------------------|-----------|-----------|-----------|----------|--------|----------------------|-----------|-------------|-----------|----------|--------|-------------------|----------|-----------|-----------|----------|--------|---|-----------|-----------|-----|----------|--------|
| <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="6" style="text-align: center; padding: 5px;">Current Outstanding STAR Loans</th> </tr> <tr> <th style="text-align: center; padding: 5px;">Entity</th> <th style="text-align: center; padding: 5px;">Approval Date</th> <th style="text-align: center; padding: 5px;">Original Loan Amount</th> <th style="text-align: center; padding: 5px;">Outstanding 7/1/17</th> <th style="text-align: center; padding: 5px;">Term</th> <th style="text-align: center; padding: 5px;">Rate</th> </tr> <tr> <td style="padding: 5px;">City of Neosho</td> <td style="text-align: center; padding: 5px;">11/13/2007</td> <td style="text-align: right; padding: 5px;">\$895,100</td> <td style="text-align: right; padding: 5px;">\$100,930</td> <td style="text-align: center; padding: 5px;">10 years</td> <td style="text-align: right; padding: 5px;">2.870%</td> </tr> <tr> <td style="padding: 5px;">City of Camdenton</td> <td style="text-align: center; padding: 5px;">11/13/2007</td> <td style="text-align: right; padding: 5px;">\$200,000</td> <td style="text-align: right; padding: 5px;">\$37,431</td> <td style="text-align: center; padding: 5px;">10 years</td> <td style="text-align: right; padding: 5px;">2.870%</td> </tr> <tr> <td style="padding: 5px;">City of Branson West</td> <td style="text-align: center; padding: 5px;">5/14/2008</td> <td style="text-align: right; padding: 5px;">\$775,000</td> <td style="text-align: right; padding: 5px;">\$174,499</td> <td style="text-align: center; padding: 5px;">10 years</td> <td style="text-align: right; padding: 5px;">3.080%</td> </tr> <tr> <td style="padding: 5px;">City of Branson West</td> <td style="text-align: center; padding: 5px;">5/14/2008</td> <td style="text-align: right; padding: 5px;">\$1,000,000</td> <td style="text-align: right; padding: 5px;">\$390,918</td> <td style="text-align: center; padding: 5px;">10 years</td> <td style="text-align: right; padding: 5px;">3.610%</td> </tr> <tr> <td style="padding: 5px;">City of Maryville</td> <td style="text-align: center; padding: 5px;">9/2/2015</td> <td style="text-align: right; padding: 5px;">\$493,216</td> <td style="text-align: right; padding: 5px;">\$272,485</td> <td style="text-align: center; padding: 5px;">10 years</td> <td style="text-align: right; padding: 5px;">1.976%</td> </tr> <tr> <td style="padding: 5px;">City of Brookfield and City of Marceline<sup>1</sup></td> <td style="text-align: center; padding: 5px;">11/2/2016</td> <td style="text-align: right; padding: 5px;">\$690,000</td> <td style="text-align: right; padding: 5px;">\$0</td> <td style="text-align: center; padding: 5px;">15 years</td> <td style="text-align: right; padding: 5px;">2.800%</td> </tr> </table> <p style="margin-top: 10px;"><sup>1</sup>This loan has not yet been disbursed.</p> | Current Outstanding STAR Loans |                      |                    |          |        |  | Entity | Approval Date | Original Loan Amount | Outstanding 7/1/17 | Term | Rate | City of Neosho | 11/13/2007 | \$895,100 | \$100,930 | 10 years | 2.870% | City of Camdenton | 11/13/2007 | \$200,000 | \$37,431 | 10 years | 2.870% | City of Branson West | 5/14/2008 | \$775,000 | \$174,499 | 10 years | 3.080% | City of Branson West | 5/14/2008 | \$1,000,000 | \$390,918 | 10 years | 3.610% | City of Maryville | 9/2/2015 | \$493,216 | \$272,485 | 10 years | 1.976% | City of Brookfield and City of Marceline <sup>1</sup> | 11/2/2016 | \$690,000 | \$0 | 15 years | 2.800% |
| Current Outstanding STAR Loans  |                                |                      |                    |          |        |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| Entity  | Approval Date                  | Original Loan Amount | Outstanding 7/1/17 | Term     | Rate   |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| City of Neosho  | 11/13/2007                     | \$895,100            | \$100,930          | 10 years | 2.870% |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| City of Camdenton   | 11/13/2007                     | \$200,000            | \$37,431           | 10 years | 2.870% |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| City of Branson West  | 5/14/2008                      | \$775,000            | \$174,499          | 10 years | 3.080% |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| City of Branson West  | 5/14/2008                      | \$1,000,000          | \$390,918          | 10 years | 3.610% |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| City of Maryville   | 9/2/2015                       | \$493,216            | \$272,485          | 10 years | 1.976% |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |
| City of Brookfield and City of Marceline <sup>1</sup>   | 11/2/2016                      | \$690,000            | \$0                | 15 years | 2.800% |  |        |               |                      |                    |      |      |                |            |           |           |          |        |                   |            |           |          |          |        |                      |           |           |           |          |        |                      |           |             |           |          |        |                   |          |           |           |          |        |   |           |           |     |          |        |

## CORE DECISION ITEM

|   |   |
|---|---|
| <b>Department of Transportation</b>   | <b>Budget Unit: Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>  |   |
| <b>Core: Multimodal State Transportation Assistance Revolving Loan (STAR)</b> | <b>HB Section: 04.445</b>                 |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$1,000,000               | \$1,000,000               | \$1,100,000               | \$1,000,000                    |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$1,000,000               | \$1,000,000               | \$1,100,000               | N/A                            |
| Actual Expenditures (All Funds) | \$0                       | \$995                     | \$301,205                 | N/A                            |
| Unexpended (All Funds)          | \$1,000,000               | \$999,005                 | \$798,795                 | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$1,000,000               | \$999,005                 | \$798,795                 | N/A                            |
|                                 | (1)                       | (1)                       | (1)                       |                                |

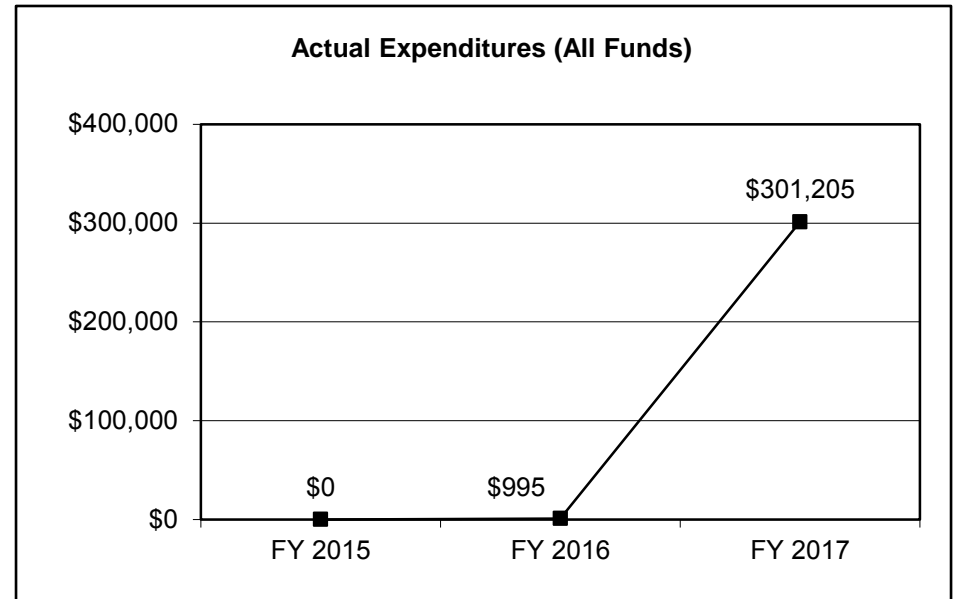
\*Restricted amount is as of 9/20/17

Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Expenditures occur when borrowers draw down funds on approved loans for projects.



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**CORE RECONCILIATION DETAIL**


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**STATE****MULTIMODAL REVOLVING LOAN**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>     | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|------------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,000,000        | 1,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,000,000</b> | <b>1,000,000</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,000,000        | 1,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,000,000</b> | <b>1,000,000</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,000,000        | 1,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,000,000</b> | <b>1,000,000</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                      | FY 2017          | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|----------------------------------|------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                    | ACTUAL           | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class              | DOLLAR           | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>MULTIMODAL REVOLVING LOAN</b> |                  |             |                    |             |                    |             |            |             |
| <b>CORE</b>                      |                  |             |                    |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS            | 301,205          | 0.00        | 1,000,000          | 0.00        | 1,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                | <b>301,205</b>   | <b>0.00</b> | <b>1,000,000</b>   | <b>0.00</b> | <b>1,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>               | <b>\$301,205</b> | <b>0.00</b> | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                  | \$0              | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                    | \$0              | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                      | \$301,205        | 0.00        | \$1,000,000        | 0.00        | \$1,000,000        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.445

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

## 1a. What strategic priority does this program address?

Deliver transportation solutions of great value

## 1b. What does this program do?

This program provides loans to transportation organizations for non-highway transportation infrastructure. These loans are made from the State Transportation Assistance Revolving (STAR) loan fund. The program provides loans for the following:

- The planning, acquisition, development and construction of facilities for air, water, rail or public transportation;
- The purchase of vehicles for transportation of elderly and disabled persons; or
- The purchase of rolling stock for transit purposes.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and 226.191, RSMo.

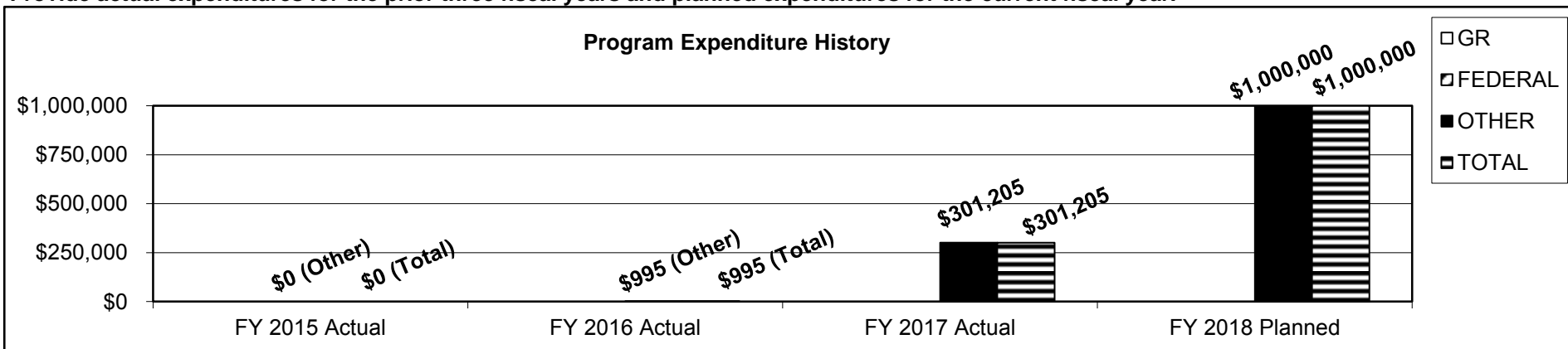
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

State Transportation Assistance Revolving Fund (0841)

## PROGRAM DESCRIPTION

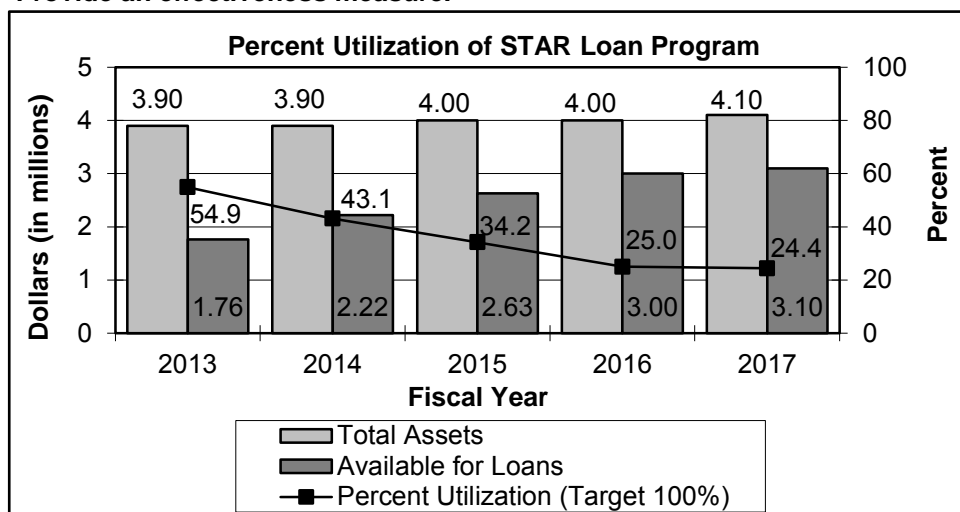
Department of Transportation

HB Section(s): 04.445

Program Name: Multimodal State Transportation Assistance Revolving (STAR) Loan

Program is found in the following core budget(s): Multimodal State Transportation Assistance Revolving (STAR) Loan

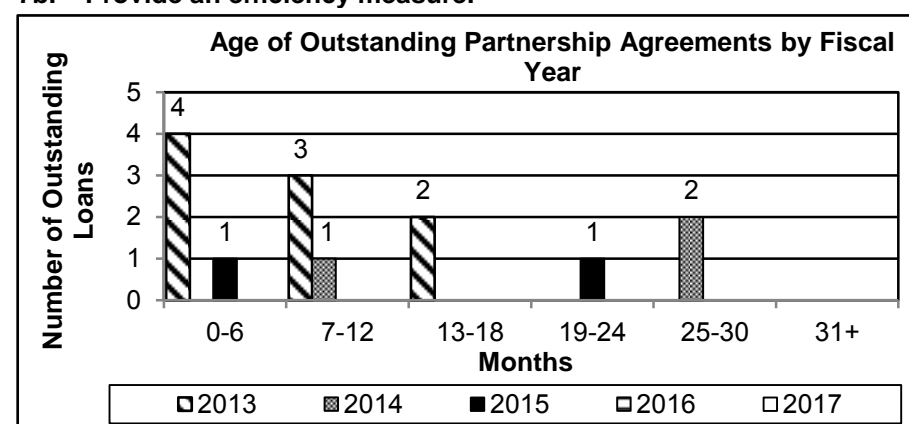
7a. Provide an effectiveness measure.



7c. Provide the number of clients/individuals served, if applicable.

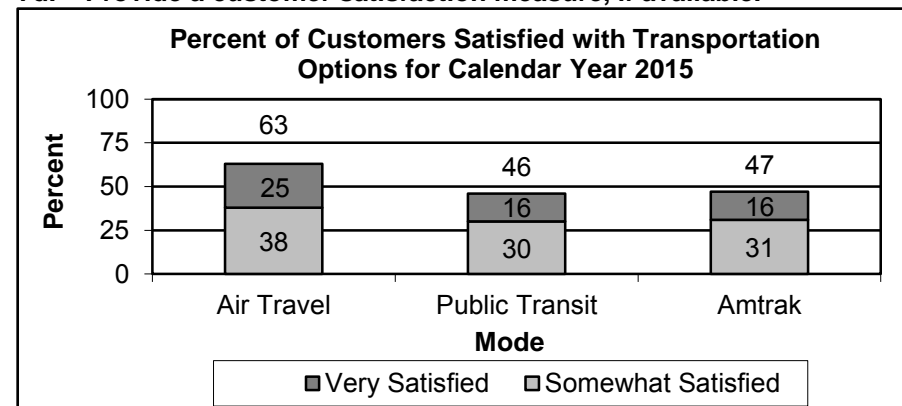
Missouri has 14 port authorities and one three-state port commission, 1,050 miles of navigable waterways, over 3,800 public highway-rail crossings and 4,800 miles of mainline rail track, 1,350 miles of interstate highways and 123 public use airports including 35 airports with runways greater than 5,000 feet.

7b. Provide an efficiency measure.



This measure tracks the age of outstanding partnership agreements for Cost Share, Missouri State Infrastructure Bank and STAR loan projects. The age is based on the number of months since the project was approved, but an agreement has yet to be executed.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options.

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**DECISION ITEM SUMMARY**

| Budget Unit                              |                    |             |                    |             |                    |             |            |             |
|--|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                            | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
| Budget Object Summary                    | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Fund                                     | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>TRANSIT FUNDS FOR STATE</b>           |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                              |                    |             |                    |             |                    |             |            |             |
| PROGRAM-SPECIFIC                         |                    |             |                    |             |                    |             |            |             |
| GENERAL REVENUE                          | 363,750            | 0.00        | 0                  | 0.00        | 0                  | 0.00        | 0          | 0.00        |
| STATE TRANSPORTATION FUND                | 1,710,875          | 0.00        | 1,710,875          | 0.00        | 1,710,875          | 0.00        | 0          | 0.00        |
| TOTAL - PD                               | 2,074,625          | 0.00        | 1,710,875          | 0.00        | 1,710,875          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                             | <b>2,074,625</b>   | <b>0.00</b> | <b>1,710,875</b>   | <b>0.00</b> | <b>1,710,875</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>Transit Funds for State - 1605013</b> |                    |             |                    |             |                    |             |            |             |
| PROGRAM-SPECIFIC                         |                    |             |                    |             |                    |             |            |             |
| GENERAL REVENUE                          | 0                  | 0.00        | 0                  | 0.00        | 3,000,000          | 0.00        | 0          | 0.00        |
| TOTAL - PD                               | 0                  | 0.00        | 0                  | 0.00        | 3,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                             | <b>0</b>           | <b>0.00</b> | <b>0</b>           | <b>0.00</b> | <b>3,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$2,074,625</b> | <b>0.00</b> | <b>\$1,710,875</b> | <b>0.00</b> | <b>\$4,710,875</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

## CORE DECISION ITEM

|   |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
|---|-------------|----------------|--------------------|--------------------|---|--|--------------------------------|----------------|--------------|--------------|------------|-----------|---------------------|
| <b>Department of Transportation</b>   |             |                |                    |                    | <b>Budget Unit: Multimodal Operations</b> |  |                                |                |              |              |            |           |                     |
| <b>Division: Multimodal Operations</b>  |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
| <b>Core: Transit Funds for State</b>  |             |                |                    |                    | <b>HB Section: 04.450</b>                 |  |                                |                |              |              |            |           |                     |
| <b>1. CORE FINANCIAL SUMMARY</b>  |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
| <b>FY 2019 Budget Request</b>   |             |                |                    |                    | <b>FY 2019 Governor's Recommendation</b>  |  |                                |                |              |              |            |           |                     |
|   | <b>GR</b>   | <b>Federal</b> | <b>Other</b>       | <b>Total</b>       | <b>E</b>                                  |  | <b>GR</b>                      | <b>Federal</b> | <b>Other</b> | <b>Total</b> | <b>E</b>   |           |                     |
| <b>PS</b>   | \$0         | \$0            | \$0                | \$0                |   | <b>PS</b>  | \$0                            | \$0            | \$0          | \$0          |            |           |                     |
| <b>EE</b>   | \$0         | \$0            | \$0                | \$0                |   | <b>EE</b>  | \$0                            | \$0            | \$0          | \$0          |            |           |                     |
| <b>PSD</b>  | \$0         | \$0            | \$1,710,875        | \$1,710,875        |   | <b>PSD</b>   | \$0                            | \$0            | \$0          | \$0          |            |           |                     |
| <b>TRF</b>  | \$0         | \$0            | \$0                | \$0                |   | <b>TRF</b>   | \$0                            | \$0            | \$0          | \$0          |            |           |                     |
| <b>Total</b>  | <b>\$0</b>  | <b>\$0</b>     | <b>\$1,710,875</b> | <b>\$1,710,875</b> |   | <b>Total</b>   | <b>\$0</b>                     | <b>\$0</b>     | <b>\$0</b>   | <b>\$0</b>   |            |           |                     |
| <b>FTE</b>  | <b>0.00</b> | <b>0.00</b>    | <b>0.00</b>        | <b>0.00</b>        |   | <b>FTE</b>   | <b>0.00</b>                    | <b>0.00</b>    | <b>0.00</b>  | <b>0.00</b>  |            |           |                     |
| <b>HB 4</b>   | \$0         | \$0            | \$0                | \$0                |   | <b>HB 4</b>  | \$0                            | \$0            | \$0          | \$0          |            |           |                     |
| <b>HB 5</b>   | \$0         | \$0            | \$0                | \$0                |   | <b>HB 5</b>  | \$0                            | \$0            | \$0          | \$0          |            |           |                     |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>  |             |                |                    |                    |   | <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i> |                                |                |              |              |            |           |                     |
| Other Funds: State Transportation Fund (0675)   |             |                |                    |                    |   | Other Funds:   |                                |                |              |              |            |           |                     |
| Notes:  |             |                |                    |                    |   | Notes:   |                                |                |              |              |            |           |                     |
| <b>2. CORE DESCRIPTION</b>  |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
| This program provides operating assistance to 34 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2019. The funding helps maintain some level of assistance to the public transportation providers in Missouri. |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
| Once the applications are received, grants will be awarded according to the specified criteria in 7 CSR 10-7.030. The program listing below shows the allocations for fiscal year 2018.   |             |                |                    |                    |   |  |                                |                |              |              |            |           |                     |
| <b>Public Transit Provider</b>  |             |                |                    | <b>STF</b>         | <b>GR</b>                                 | <b>Total Amount</b>  | <b>Public Transit Provider</b> |                |              |              | <b>STF</b> | <b>GR</b> | <b>Total Amount</b> |
| Bi-State Metro (St. Louis)  |             |                |                    | \$731,629          | \$0                                       | \$731,629  | Cape Girard. Co. Tran. Auth.   |                |              |              | \$8,902    | \$0       | \$8,902             |
| City of St. Charles   |             |                |                    | \$8,587            | \$0                                       | \$8,587  | City of Columbia               |                |              |              | \$32,531   | \$0       | \$32,531            |
| City of Independence  |             |                |                    | \$15,781           | \$0                                       | \$15,781   | City of Jefferson              |                |              |              | \$11,415   | \$0       | \$11,415            |
| KCATA (Kansas City)   |             |                |                    | \$333,092          | \$0                                       | \$333,092  | City of Joplin                 |                |              |              | \$11,524   | \$0       | \$11,524            |
| KC Streetcar Authority  |             |                |                    | \$61,603           | \$0                                       | \$61,603   | City of St. Joseph             |                |              |              | \$20,589   | \$0       | \$20,589            |
| Springfield (City Utilities)  |             |                |                    | \$42,254           | \$0                                       | \$42,254   | SEMO St. University Transit    |                |              |              | \$5,249    | \$0       | \$5,249             |
| Sub-Total Large Metro Areas   |             |                |                    | \$1,192,946        | \$0                                       | \$1,192,946  | Sub-Total Small Urban          |                |              |              | \$90,210   | \$0       | \$90,210            |

## CORE DECISION ITEM

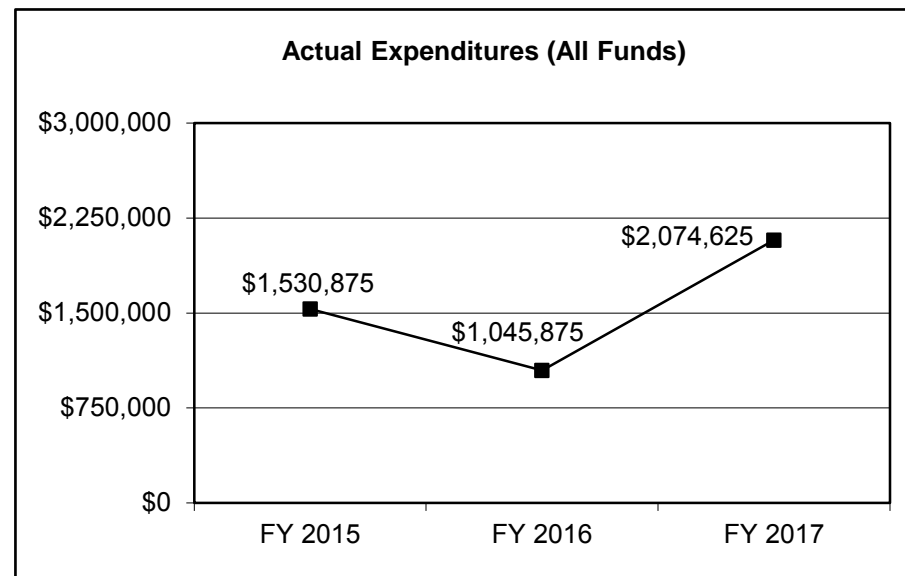
| <b>Department of Transportation</b>     |                    |            | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
|---|--------------------|------------|---------------------|------------------------------|
| <b>Division: Multimodal Operations</b>  |                    |            |                     |                              |
| <b>Core: Transit Funds for State</b>    |                    |            | <b>HB Section:</b>  | <b>04.450</b>                |
| <b>Public Transportation Provider</b>   | <b>STF</b>         | <b>GR</b>  | <b>Total Amount</b> |                              |
| Cape Girardeau County Transit Authority | \$8,561            | \$0        | \$8,561             |                              |
| City of Bloomfield                      | \$968              | \$0        | \$968               |                              |
| City of Carthage                        | \$1,881            | \$0        | \$1,881             |                              |
| City of Clinton                         | \$2,029            | \$0        | \$2,029             |                              |
| City of Eldorado Springs                | \$1,425            | \$0        | \$1,425             |                              |
| City of Excelsior Springs               | \$2,019            | \$0        | \$2,019             |                              |
| City of Houston                         | \$1,341            | \$0        | \$1,341             |                              |
| City of Lamar                           | \$1,994            | \$0        | \$1,994             |                              |
| City of Mt. Vernon                      | \$1,546            | \$0        | \$1,546             |                              |
| City of Nevada                          | \$1,688            | \$0        | \$1,688             |                              |
| City of New Madrid                      | \$1,051            | \$0        | \$1,051             |                              |
| City of West Plains                     | \$3,437            | \$0        | \$3,437             |                              |
| Dunklin County Transit Service, Inc.    | \$4,922            | \$0        | \$4,922             |                              |
| Licking Bridge Builders                 | \$1,309            | \$0        | \$1,309             |                              |
| Macon Area Chamber of Commerce          | \$939              | \$0        | \$939               |                              |
| Mississippi County Transit System       | \$2,874            | \$0        | \$2,874             |                              |
| OATS, Inc.                              | \$314,311          | \$0        | \$314,311           |                              |
| Ray County Transportation               | \$6,957            | \$0        | \$6,957             |                              |
| Ripley County Transit                   | \$2,935            | \$0        | \$2,935             |                              |
| Scott County Transportation System      | \$2,717            | \$0        | \$2,717             |                              |
| SERVE                                   | \$6,008            | \$0        | \$6,008             |                              |
| SMTS, Inc.                              | \$53,514           | \$0        | \$53,514            |                              |
| Stoddard County Transit Services        | \$3,293            | \$0        | \$3,293             |                              |
| Sub-Total Rural Transit                 | \$427,719          | \$0        | \$427,719           |                              |
| <b>Total</b>                            | <b>\$1,710,875</b> | <b>\$0</b> | <b>\$1,710,875</b>  |                              |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>    | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b> |                     |                              |
| <b>Core: Transit Funds for State</b>   | <b>HB Section:</b>  | <b>04.450</b>                |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$1,560,875               | \$1,060,875               | \$2,210,875               | \$1,710,875                    |
| Less Reverted (All Funds)       | (\$30,000)                | (\$15,000)                | (\$15,000)                | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | (\$121,250)               | N/A                            |
| Budget Authority (All Funds)    | \$1,530,875               | \$1,045,875               | \$2,074,625               | N/A                            |
| Actual Expenditures (All Funds) | \$1,530,875               | \$1,045,875               | \$2,074,625               | N/A                            |
| Unexpended (All Funds)          | \$0                       | \$0                       | \$0                       | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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**STATE****TRANSIT FUNDS FOR STATE**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>     | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|------------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,710,875        | 1,710,875        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,710,875</b> | <b>1,710,875</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,710,875        | 1,710,875        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,710,875</b> | <b>1,710,875</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,710,875        | 1,710,875        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,710,875</b> | <b>1,710,875</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|--------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                  | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class            | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>TRANSIT FUNDS FOR STATE</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                    |                    |             |                    |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS          | 2,074,625          | 0.00        | 1,710,875          | 0.00        | 1,710,875          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>              | <b>2,074,625</b>   | <b>0.00</b> | <b>1,710,875</b>   | <b>0.00</b> | <b>1,710,875</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>             | <b>\$2,074,625</b> | <b>0.00</b> | <b>\$1,710,875</b> | <b>0.00</b> | <b>\$1,710,875</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                | \$363,750          | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                  | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                    | \$1,710,875        | 0.00        | \$1,710,875        | 0.00        | \$1,710,875        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.450

Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

This program provides operating assistance to 34 public transportation providers. Passenger fares cover less than 20 percent of the direct operating cost to provide transit mobility services. Actual allocation amounts will be dependent on the total number of grant applications received as well as any new qualified applicants that might enter the program for the first time in fiscal year 2019. The funding helps maintain some level of assistance to the public transportation providers in Missouri. Fiscal year 2017 ridership included 57.8 million rides from public transportation providers who receive state assistance in this program.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 226.195 and 226.225, RSMo.

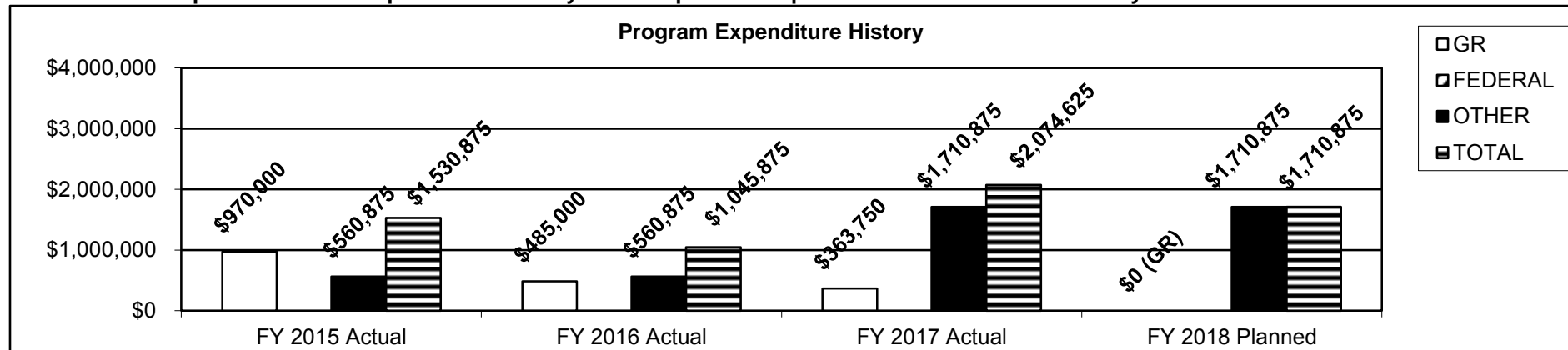
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

State Transportation Fund (0675)



## PROGRAM DESCRIPTION

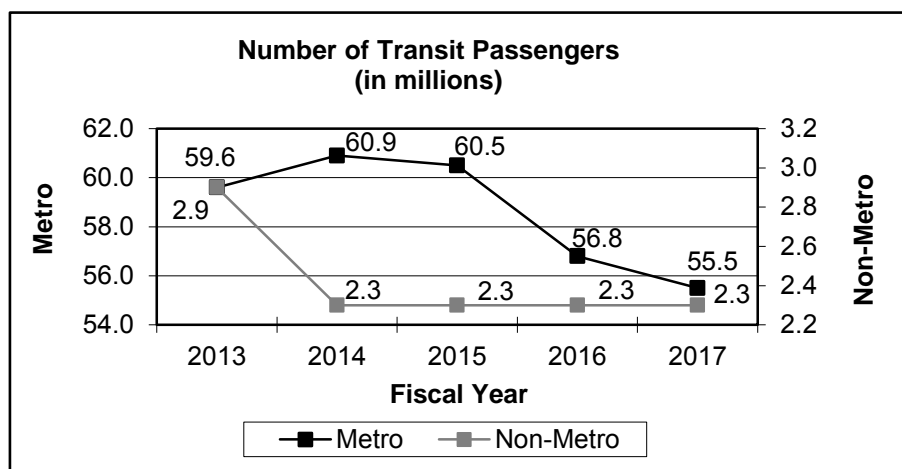
Department of Transportation

HB Section(s): 04.450

Program Name: Transit Funds for State

Program is found in the following core budget(s): Transit Funds for State

7a. Provide an effectiveness measure.



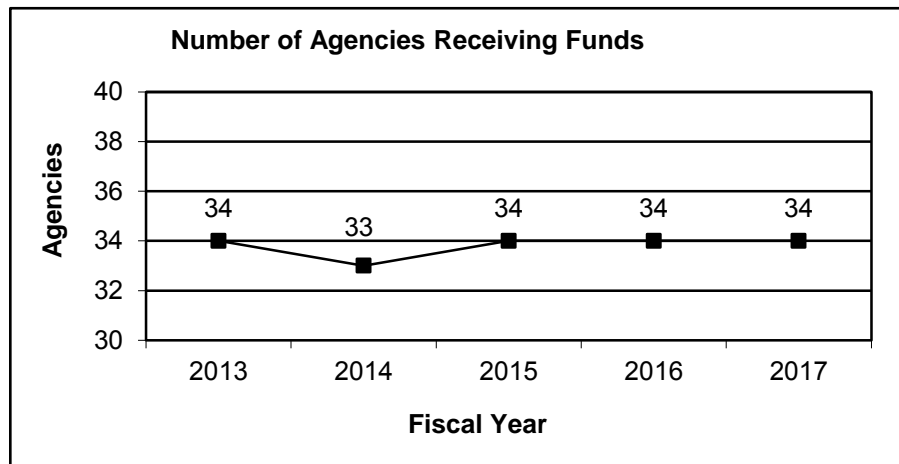
7b. Provide an efficiency measure.

**Average Operating Cost Per One-Way Passenger Trip**

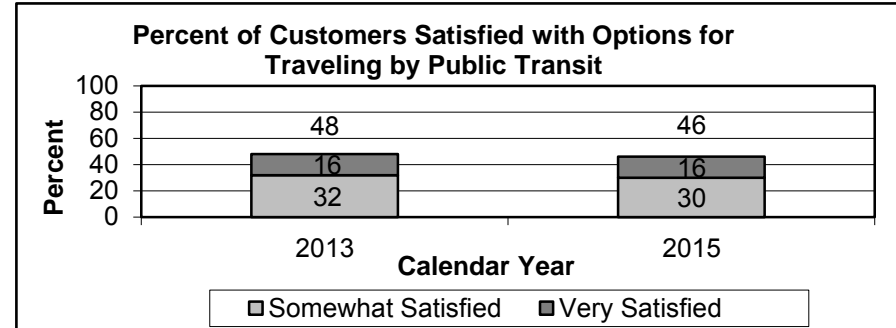
|           | FY 2014 | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
|-----------|---------|---------|---------|----------------------|
| Projected | \$6.50  | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12  | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data was not available at the time of publication.

7c. Provide the number of clients/individuals served, if applicable.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

NEW DECISION ITEM  
RANK: 11 OF 12

|  |   |
|--|---|
| Department of Transportation           | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations        |   |
| DI Name: State Transit Funds Expansion | DI# 1605013                               |
|  | HB Section: <u>04.450</u>                 |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |                    |            |            |                    |
|------------------------|--------------------|------------|------------|--------------------|
|                        | GR                 | Federal    | Other      | Total E            |
| PS                     | \$0                | \$0        | \$0        | \$0                |
| EE                     | \$0                | \$0        | \$0        | \$0                |
| PSD                    | \$3,000,000        | \$0        | \$0        | \$3,000,000        |
| TRF                    | \$0                | \$0        | \$0        | \$0                |
| <b>Total</b>           | <b>\$3,000,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$3,000,000</b> |
|                        |                    |            |            |                    |
| FTE                    | 0.00               | 0.00       | 0.00       | 0.00               |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

*Note: Fringes budgeted in House Bill 5 except for certain fringes*

Other Funds:

Notes:

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
|                                   |            |            |            |            |
| FTE                               | 0.00       | 0.00       | 0.00       | 0.00       |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

*Note: Fringes budgeted in House Bill 5 except for certain fringes*

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

This expansion item is requested to increase state transit assistance funding to better serve Missourians. The additional funding would provide additional operating assistance to the public transportation providers across the state.

NEW DECISION ITEM  
RANK: 11 OF 12

|  |   |
|--|---|
| Department of Transportation           | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations        |   |
| DI Name: State Transit Funds Expansion | DI# 1605013                               |
|  | HB Section: <u>04.450</u>                 |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

Operating assistance for the public transportation providers within the state of Missouri is significantly underfunded. MoDOT has seen an increase in state transit operating assistance requests through the provider application process. If appropriated, this \$3.0 million increase will be passed on to local public transit agencies to help defray operating costs.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| Total PS                      | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| Total EE                      | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Program Distributions (800)   | \$3,000,000               |                       |                            |                        |                              |                          | \$3,000,000                  |                          |                                 |   |
| Total PSD                     | \$3,000,000               |                       | \$0                        |                        | \$0                          |                          | \$3,000,000                  |                          | \$0                             |   |
| Total TRF                     | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Grand Total                   | \$3,000,000               | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$3,000,000                  | 0.0                      | \$0                             |   |

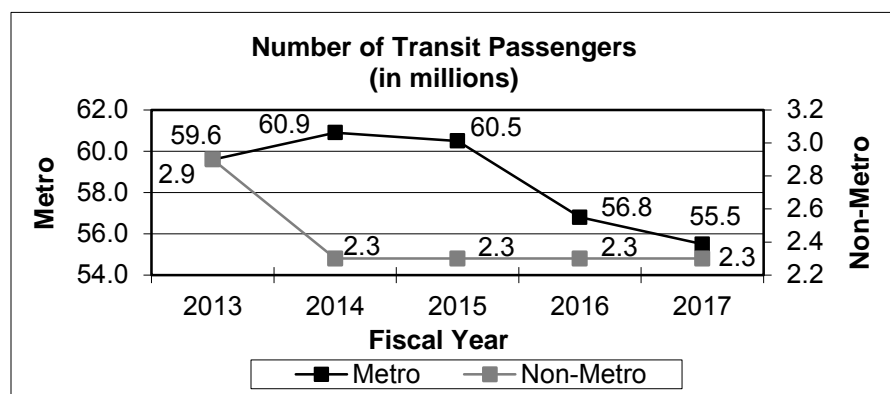
NEW DECISION ITEM  
RANK: 11 OF 12

Department of Transportation  
Division: Multimodal Operations  
DI Name: State Transit Funds Expansion DI# 1605013

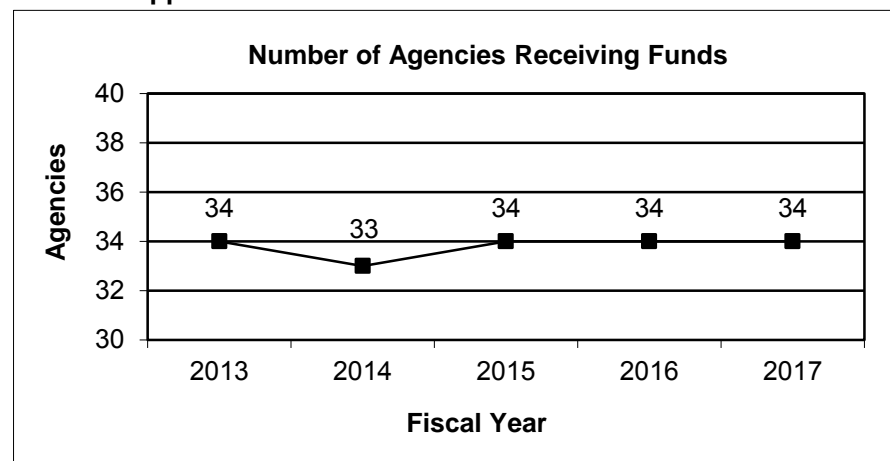
Budget Unit: Multimodal Operations  
HB Section: 04.450

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

6a. Provide an effectiveness measure.



6c. Provide the number of clients/individuals served, if applicable.

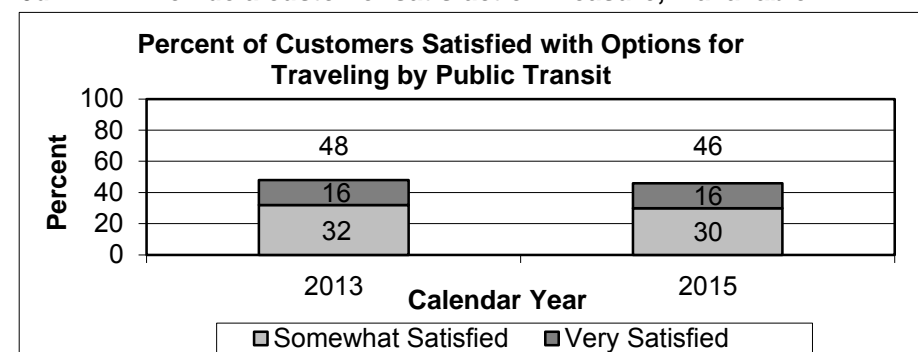


6b. Provide an efficiency measure.

|           | Average Operating Cost Per One-Way Passenger |         |         |                      |
|-----------|--|---------|---------|----------------------|
|           | FY 2014                                      | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
| Projected | \$6.50                                       | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12                                       | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data not available at time of publication.

6d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

RANK:                      **NEW DECISION ITEM**  
                                 11                      OF                      12

|   |                    |              |                              |
|---|--------------------|--------------|------------------------------|
| <u>Department of Transportation</u>           |                    | Budget Unit: | <u>Multimodal Operations</u> |
| <u>Division: Multimodal Operations</u>        |                    |              |                              |
| <u>DI Name: State Transit Funds Expansion</u> | <u>DI# 1605013</u> | HB Section:  | <u>04.450</u>                |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Provide sufficient state operating assistance subsidies to public transit agencies across the state to ensure the operation of a reliable and convenient transportation system.

**DECISION ITEM DETAIL**

| Budget Unit                       | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|-----------------------------------|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                     | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class               | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>TRANSIT FUNDS FOR STATE</b>    |            |             |            |             |                    |             |            |             |
| Transit Funds for State - 1605013 |            |             |            |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS             | 0          | 0.00        | 0          | 0.00        | 3,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                 | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>3,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                   | \$0        | 0.00        | \$0        | 0.00        | \$3,000,000        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                     | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                       | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                       |                    |                |                    |                |                    |                 |                |                |
|--|--------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                     | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>             | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                              | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>MO ELDRLY &amp; HDCPD TRAN ASST P</b> |                    |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                              |                    |                |                    |                |                    |                 |                |                |
| PROGRAM-SPECIFIC                         |                    |                |                    |                |                    |                 |                |                |
| GENERAL REVENUE                          | 1,158,305          | 0.00           | 1,194,129          | 0.00           | 1,194,129          | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND                | 1,274,478          | 0.00           | 1,274,478          | 0.00           | 1,274,478          | 0.00            | 0              | 0.00           |
| TOTAL - PD                               | 2,432,783          | 0.00           | 2,468,607          | 0.00           | 2,468,607          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                             | <b>2,432,783</b>   | <b>0.00</b>    | <b>2,468,607</b>   | <b>0.00</b>    | <b>2,468,607</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                       | <b>\$2,432,783</b> | <b>0.00</b>    | <b>\$2,468,607</b> | <b>0.00</b>    | <b>\$2,468,607</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |



### CORE DECISION ITEM

|  |                    |            |                    |                    |   |   |            |            |            |            |   |
|--|--------------------|------------|--------------------|--------------------|---|---|------------|------------|------------|------------|---|
| Department of Transportation   |                    |            |                    |                    | Budget Unit: <u>Multimodal Operations</u> |   |            |            |            |            |   |
| Division: Multimodal Operations  |                    |            |                    |                    |   |   |            |            |            |            |   |
| Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)  |                    |            |                    |                    | HB Section: <u>4.460</u>                  |   |            |            |            |            |   |
|  |                    |            |                    |                    |   |   |            |            |            |            |   |
| 1. CORE FINANCIAL SUMMARY  |                    |            |                    |                    |   |   |            |            |            |            |   |
| FY 2019 Budget Request   |                    |            |                    |                    | FY 2019 Governor's Recommendation         |   |            |            |            |            |   |
|  | GR                 | Federal    | Other              | Total              | E   |   | GR         | Federal    | Other      | Total      | E |
| PS   | \$0                | \$0        | \$0                | \$0                |   | PS  | \$0        | \$0        | \$0        | \$0        |   |
| EE   | \$0                | \$0        | \$0                | \$0                |   | EE  | \$0        | \$0        | \$0        | \$0        |   |
| PSD  | \$1,194,129        | \$0        | \$1,274,478        | \$2,468,607        |   | PSD   | \$0        | \$0        | \$0        | \$0        |   |
| TRF  | \$0                | \$0        | \$0                | \$0                |   | TRF   | \$0        | \$0        | \$0        | \$0        |   |
| Total  | <u>\$1,194,129</u> | <u>\$0</u> | <u>\$1,274,478</u> | <u>\$2,468,607</u> |   | Total   | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> | <u>\$0</u> |   |
| FTE  | 0.00               | 0.00       | 0.00               | 0.00               |   | FTE   | 0.00       | 0.00       | 0.00       | 0.00       |   |
| HB 4   | \$0                | \$0        | \$0                | \$0                |   | HB 4  | \$0        | \$0        | \$0        | \$0        |   |
| HB 5   | \$0                | \$0        | \$0                | \$0                |   | HB 5  | \$0        | \$0        | \$0        | \$0        |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.  |                    |            |                    |                    |   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |            |            |            |            |   |
| Other Funds: State Transportation Fund (0675)  |                    |            |                    |                    |   | Other Funds:  |            |            |            |            |   |
| Notes:   |                    |            |                    |                    |   | Notes:  |            |            |            |            |   |
| 2. CORE DESCRIPTION  |                    |            |                    |                    |   |   |            |            |            |            |   |
| The MEHTAP program is a state funded program that provides funding to Missouri's 10 Area Agencies on Aging (AAA) and approximately 157 governmental and/or not-profit organizations statewide that offer or utilize transportation services to senior citizens and individuals with disabilities. Actual allocation amounts are dependent on the total number of grant applications received, as well as any new qualified applicants that might enter the program for the first time in fiscal year 2019. |                    |            |                    |                    |   |   |            |            |            |            |   |
| The distribution of funds to eligible transportation service providers shall be determined by evaluating factors, including need for service, trip purpose, effectiveness based on yearly statistical cost per mile and one-way passenger trips and availability of alternative services.  |                    |            |                    |                    |   |   |            |            |            |            |   |

## CORE DECISION ITEM

|  |   |
|--|---|
| <b>Department of Transportation</b>  | <b>Budget Unit: Multimodal Operations</b>                   |
| <b>Division: Multimodal Operations</b>   |   |
| <b>Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)</b> | <b>HB Section: 4.460</b>                                    |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>                  |   |
| The following is a list of transit grant recipients for fiscal year 2018 (draft list):   |   |
| All About Family 1   | Dent County Senior Citizens Services Fund Board             |
| Area Agency on Aging, Region X   | Developmental Disabilities Resource Board of Clay County    |
| Association of Group Homes for Nodaway County, Inc.                                      | Developmental Disability Services of Jackson County - EITAS |
| Barton County Memorial Hospital  | Disabled Citizens Alliance for Independence, Inc.           |
| Bi-County Service, Inc.  | District III Area Agency on Aging                           |
| Big Springs Sheltered Workshop, Inc.   | Douglass Community Services, Inc.                           |
| Bootheel Counseling Services, Inc.   | Emmaus Homes, Inc.  |
| Burrell, Inc.  | Enrichment Services of Dent County, Inc.                    |
| Butler County Community Resource Council   | Faith Tabernacle World Outreach, Inc.                       |
| Camden County Senate Bill 40 Board   | Five Star Senior Center                                     |
| Cape Girardeau Community Sheltered Workshop  | Fun and Friends of Thayer Area                              |
| Capital City Area Council for Special Services   | Gateway Chapter Paralyzed Veterans of America, Inc.         |
| Cardinal Ritter Senior Services  | Gateway Industries of Eldon                                 |
| Casco Area Workshop, Inc.  | Golden Echoes of Steelville, Inc.                           |
| Center for Developmentally Disabled  | Golden Valley Memorial Hospital Foundation, Inc.            |
| Central Missouri Area Agency on Aging  | Great Circle, Inc.  |
| Central Missouri Community Action  | Grundy County Senate Bill 40 Board                          |
| Cerebral Palsy of Tri-County, Inc.   | Guadalupe Centers, Inc.                                     |
| Chariton County Sheltered Workshop, Inc.   | Harrison County Sheltered Workshop Association              |
| Child Advocacy Services Center, Inc.   | Harry S. Truman Children's Neurological Center              |
| Children's Therapy Center, Pettis County, Inc.   | Higbee Senior Citizens Center, Inc.                         |
| City Seniors, Inc.   | High Hope Employment Services, Inc.                         |
| Community Counseling Center  | I-70 Medical Center Auxiliary                               |
| Community Living, Inc.   | Ideal Industries, Inc.                                      |
| Community Opportunities for People with Developmental Disabilities                       | Independence Center   |
| Community Sheltered Workshop, Inc.   | Independent Living Center of Mid-Missouri, Inc.             |
| Comprehensive Mental Health Services, Inc.   | ITN St. Charles   |
| Concerned Citizens for the Community, Inc.   | Jasper County Sheltered Facilities Association, Inc.        |
| Council of Churches of the Ozarks, Inc.  | Jefferson County Community Partnership                      |
| Crawford County Board for People with Developmental Disabilities                         | Johnson County Board Of Services                            |

## CORE DECISION ITEM

|  |  |
|--|--|
| <b>Department of Transportation</b>  | <b>Budget Unit: Multimodal Operations</b>                                  |
| <b>Division: Multimodal Operations</b>   |  |
| <b>Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)</b> | <b>HB Section: 4.460</b>   |
| KCATA Share-A-Fare   | Oregon County Senior Citizens Service Fund Board                           |
| Kingdom House  | Oregon County Sheltered Workshop   |
| Laclede Early Education Program  | Osage County Community Living  |
| Laclede Industries   | Ozark Center   |
| Lafayette County Board of Sheltered Services   | Ozark Independent Living   |
| Lake of the Ozarks Developmental Center, Inc.  | Ozark Sheltered Industries, Inc.   |
| Lamar Community Betterment Council, Inc.   | Ozarks Area Community Action Corporation                                   |
| Learning Opportunities / Quality Works, Inc.   | Paraquad, Inc.   |
| Life Center for Independent Living - Life, Inc.  | Pemiscot Progressive Industries, Inc.                                      |
| Lifebridge Partnership   | Pike Co Sheltered Workshop, Inc.   |
| Lincoln County Council on Aging  | Pike County Agency for Developmental Disabilities                          |
| Macon County Sheltered Workshop  | Platte County Board of Services for the Developmentally Disabled           |
| Manufacturers Assistance Group   | Platte County Senior Citizens Service Fund                                 |
| Marion County Services, Inc.   | Platte Senior Services, Inc.   |
| Mark Twain Association for Mental Health, Inc.   | Pony Bird, Inc.  |
| Mennonite Home Association, Inc.   | Productive Living Board for St. Louis Co. Citizens with Dev.I Disabilities |
| Mid-America Regional Council   | Quality Industries of the Lake of the Ozarks                               |
| Mid-East Area Agency on Aging  | Rainbow Center for Communicative Disorders                                 |
| Mississippi County Transit System  | Ray County Board of Services for the Developmental Disabled                |
| Moniteau County Senate Bill 40 Board   | Rediscover   |
| Monroe City Sheltered Workshop   | Ret. Senior Vol. Prog. Pemiscot & New Madrid Co. SEMO Area Agency on Aging |
| Montgomery County Senate Bill 40 Board   | Reynolds County Sheltered Workshop, Inc.                                   |
| New Horizons Community Support Services, Inc.  | Rolling Hills Creative Living, Inc.  |
| NOCOMO Industries, Inc.  | Scenic Rivers Industries, Inc.   |
| North Central Missouri Mental Health Center  | Semo Alliance For Disability Independence, Inc.                            |
| Northeast Missouri Area Agency on Aging  | Senior Adult Services, Inc.  |
| Northside Youth And Senior Service Center, Inc.  | Senior Age (SW) Area Agency on Aging                                       |
| Northwest Missouri Area Agency on Aging  | Senior Citizens of Mountain View, Missouri, Inc.                           |
| Northwest Missouri Industries, Inc.  | Serve, Inc. (RSVP)   |
| OATS, Inc.   | Services for Extended Employment, Inc.                                     |
| Opportunity Sheltered Industries, Inc.   | Southeast Missouri Area Agency on Aging                                    |
| Opportunity Workshop, Inc.   | Southeast Missouri State University  |

## CORE DECISION ITEM

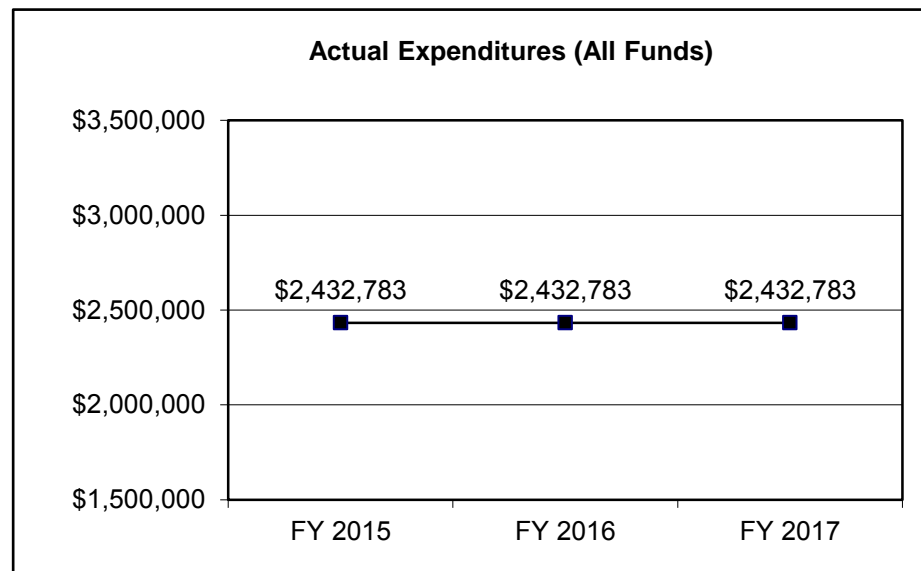
|  |   |
|--|---|
| <b>Department of Transportation</b>  | <b>Budget Unit: Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>   |   |
| <b>Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)</b> | <b>HB Section: 4.460</b>                  |
| Southwest Center for Independent Living  | Willow Health Care, Inc.                  |
| Specialty Industries of St Joseph, Inc.  | Worth County Nursing Home District        |
| Springfield Workshop Transit Co., Inc.   | Worth County Nursing Home District        |
| St. Anthony's Medical Center   |   |
| St. Elizabeth Adult Day Care Center, Inc.  |   |
| St. Francois County Board for Developmentally Disabled                                   |   |
| St. Louis Area Agency on Aging   |   |
| St. Louis Care & Counseling Services, Inc.   |   |
| St. Louis Life   |   |
| St. Louis Office for Developmental Disability Resources                                  |   |
| Ste. Genevieve County Senior Citizens Service Fund Board                                 |   |
| Stoddard County Sheltered Facilities Board of Directors                                  |   |
| Terrace Gardens Retirement Center, Inc.  |   |
| The Arc of the Ozarks  |   |
| The Good Samaritan Independent Living, Inc.  |   |
| The Salvation Army   |   |
| The State of the Art School for the DD   |   |
| Three Rivers Sheltered Industries, Inc.  |   |
| Unique Services, Inc.  |   |
| Unlimited Opportunities, Inc.  |   |
| Warren County Handicapped Services, Inc.   |   |
| Warren County Sheltered Workshop, Inc.   |   |
| Washington County Board for the Handicapped  |   |
| Washington County Senior Citizens Service Fund Board                                     |   |
| Web-Co Custom Industries, Inc.   |   |
| West-Central Independent Living Solutions  |   |
| Wider Opportunities, Inc.  |   |
| Willow Health Care, Inc.   |   |
| Worth County Nursing Home District   |   |
| Web-Co Custom Industries, Inc.   |   |
| West-Central Independent Living Solutions  |   |
| Wider Opportunities, Inc.  |   |

## CORE DECISION ITEM

|  |   |
|--|---|
| <b>Department of Transportation</b>  | <b>Budget Unit: Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>   |   |
| <b>Core: Missouri Elderly and Handicapped Transportation Assistance Program (MEHTAP)</b> | <b>HB Section: 4.460</b>                  |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$2,468,607               | \$2,468,607               | \$2,468,607               | \$2,468,607                    |
| Less Reverted (All Funds)       | (\$35,824)                | (\$35,824)                | (\$35,824)                | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$2,432,783               | \$2,432,783               | \$2,432,783               | N/A                            |
| Actual Expenditures (All Funds) | \$2,432,783               | \$2,432,783               | \$2,432,783               | N/A                            |
| Unexpended (All Funds)          | \$0                       | \$0                       | \$0                       | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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**STATE****MO ELDRLY & HDCPD TRAN ASST P**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b>        | <b>Federal</b> | <b>Other</b>     | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|------------------|----------------|------------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |                  |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 1,194,129        | 0              | 1,274,478        | 2,468,607        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>1,194,129</b> | <b>0</b>       | <b>1,274,478</b> | <b>2,468,607</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |                  |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 1,194,129        | 0              | 1,274,478        | 2,468,607        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>1,194,129</b> | <b>0</b>       | <b>1,274,478</b> | <b>2,468,607</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |                  |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 1,194,129        | 0              | 1,274,478        | 2,468,607        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>1,194,129</b> | <b>0</b>       | <b>1,274,478</b> | <b>2,468,607</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|--|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                            | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>MO ELDRLY &amp; HDCPD TRAN ASST P</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                              |                    |             |                    |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS                    | 2,432,783          | 0.00        | 2,468,607          | 0.00        | 2,468,607          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                        | <b>2,432,783</b>   | <b>0.00</b> | <b>2,468,607</b>   | <b>0.00</b> | <b>2,468,607</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$2,432,783</b> | <b>0.00</b> | <b>\$2,468,607</b> | <b>0.00</b> | <b>\$2,468,607</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                          | \$1,158,305        | 0.00        | \$1,194,129        | 0.00        | \$1,194,129        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                            | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                              | \$1,274,478        | 0.00        | \$1,274,478        | 0.00        | \$1,274,478        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

|   |                            |
|---|----------------------------|
| <b>Department of Transportation</b>                             | <b>HB Section(s) 4.460</b> |
| <b>Program Name: MEHTAP</b>                                     |                            |
| <b>Program is found in the following core budget(s): MEHTAP</b> |                            |

**1a. What strategic priority does this program address?**  
Operate a reliable and convenient transportation system

**1b. What does this program do?**  
The MEHTAP program is a state funded program that provides funding to Missouri's 10 Area Agencies on Aging (AAA) and approximately 157 governmental and/or not-for-profit organizations statewide that offer or utilize transportation services to senior citizens and individuals with disabilities. In fiscal year 2017, there were a total of 4,482,947 rides in the MEHTAP program for the elderly and individuals with disabilities.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**  
Article IV, Section 30(c) MO Constitution, 33.543, 208.255 and 226.225, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**  
No

**4. Is this a federally mandated program? If yes, please explain.**  
No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.**

**Program Expenditure History**

| Fiscal Year     | GR          | FEDERAL     | OTHER       | TOTAL       |
|-----------------|-------------|-------------|-------------|-------------|
| FY 2015 Actual  | \$1,158,305 | \$1,274,478 | \$2,432,783 | \$4,865,566 |
| FY 2016 Actual  | \$1,158,305 | \$1,274,478 | \$2,432,783 | \$4,865,566 |
| FY 2017 Actual  | \$1,158,305 | \$1,274,478 | \$2,432,783 | \$4,865,566 |
| FY 2018 Planned | \$1,194,129 | \$1,274,478 | \$2,468,607 | \$4,937,214 |

**6. What are the sources of the "Other " funds?**  
State Transportation Fund (0675)



## PROGRAM DESCRIPTION

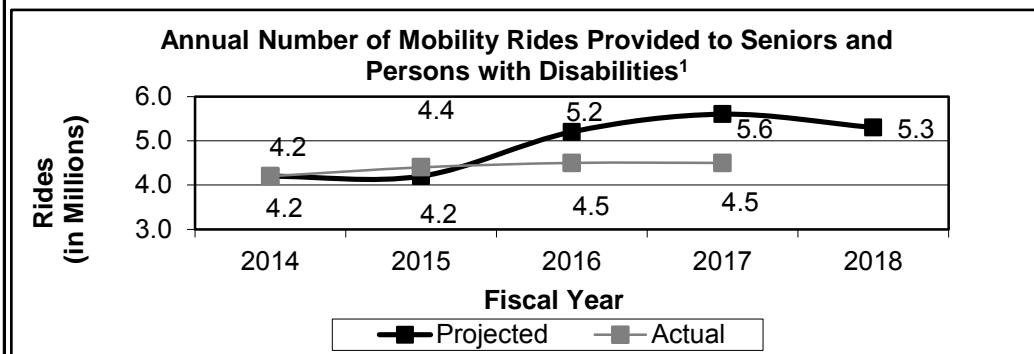
Department of Transportation

HB Section(s) 4.460

Program Name: MEHTAP

Program is found in the following core budget(s): MEHTAP

7a. Provide an effectiveness measure.



<sup>1</sup> The projected number of rides are based on the estimated total number of rides from the applications submitted for fiscal year 2018 funding.

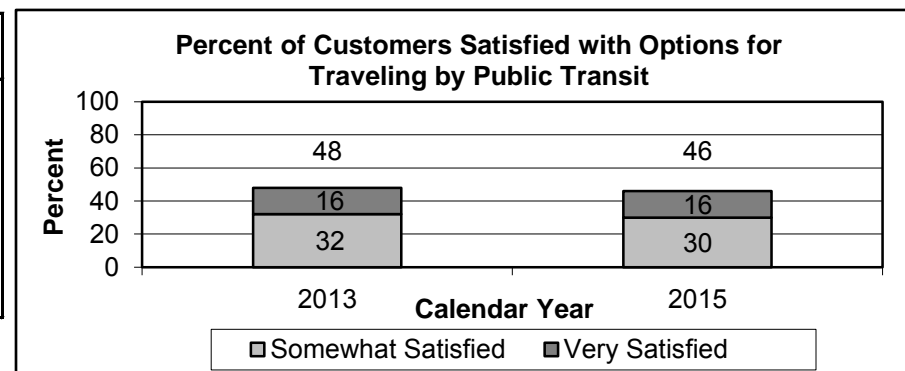
7b. Provide an efficiency measure.

|  | FY 2014<br>Actual | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Projected |
|--|-------------------|-------------------|-------------------|-------------------|----------------------|
| Avg. Cost per Trip for Mobility Svcs. to Seniors & Persons with Disabilities | \$8.85            | \$8.25            | \$8.33            | \$8.80            | \$7.95               |

7c. Provide the number of clients/individuals served, if applicable.

|  | FY 2014<br>Actual | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Projected |
|--|-------------------|-------------------|-------------------|-------------------|----------------------|
| Number of Agencies Participating and Receiving Funding in MEHTAP | 166               | 156               | 148               | 158               | 153                  |

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                  |                    |                |                     |                |                     |                 |                |                |
|-------------------------------------|--------------------|----------------|---------------------|----------------|---------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>      | <b>FY 2018</b> | <b>FY 2019</b>      | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>        | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>       | <b>BUDGET</b>  | <b>DEPT REQ</b>     | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                         | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>CAPITAL IMPR - SEC 5310 (16)</b> |                    |                |                     |                |                     |                 |                |                |
| <b>CORE</b>                         |                    |                |                     |                |                     |                 |                |                |
| EXPENSE & EQUIPMENT                 |                    |                |                     |                |                     |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL       | 120,091            | 0.00           | 300,000             | 0.00           | 300,000             | 0.00            | 0              | 0.00           |
| TOTAL - EE                          | 120,091            | 0.00           | 300,000             | 0.00           | 300,000             | 0.00            | 0              | 0.00           |
| PROGRAM-SPECIFIC                    |                    |                |                     |                |                     |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL       | 5,057,299          | 0.00           | 10,300,000          | 0.00           | 10,300,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                          | 5,057,299          | 0.00           | 10,300,000          | 0.00           | 10,300,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                        | <b>5,177,390</b>   | <b>0.00</b>    | <b>10,600,000</b>   | <b>0.00</b>    | <b>10,600,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                  | <b>\$5,177,390</b> | <b>0.00</b>    | <b>\$10,600,000</b> | <b>0.00</b>    | <b>\$10,600,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317</b>  |            |                     |  |                     | <b>Budget Unit: <u>Multimodal Operations</u></b><br><b>HB Section: <u>04.455</u></b> |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
|---|------------|---------------------|--|---------------------|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----------|-----|-----------|--|-----|-----|--------------|-----|--------------|--|-----|-----|-----|-----|-----|--|--------------|------------|---------------------|------------|---------------------|--|--|
| <b>1. CORE FINANCIAL SUMMARY</b>  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <b>FY 2019 Budget Request</b><br><table> <tr> <th></th><th>GR</th><th>Federal</th><th>Other</th><th>Total</th><th>E</th></tr> <tr> <td>PS</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td></td></tr> <tr> <td>EE</td><td>\$0</td><td>\$300,000</td><td>\$0</td><td>\$300,000</td><td></td></tr> <tr> <td>PSD</td><td>\$0</td><td>\$10,300,000</td><td>\$0</td><td>\$10,300,000</td><td></td></tr> <tr> <td>TRF</td><td>\$0</td><td>\$0</td><td>\$0</td><td>\$0</td><td></td></tr> <tr> <td><b>Total</b></td><td><b>\$0</b></td><td><b>\$10,600,000</b></td><td><b>\$0</b></td><td><b>\$10,600,000</b></td><td></td></tr> </table> |            |                     |  |                     |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$300,000 | \$0 | \$300,000 |  | PSD | \$0 | \$10,300,000 | \$0 | \$10,300,000 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$10,600,000</b> | <b>\$0</b> | <b>\$10,600,000</b> |  |  |
|   | GR         | Federal             | Other  | Total               | E  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| PS  | \$0        | \$0                 | \$0  | \$0                 |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| EE  | \$0        | \$300,000           | \$0  | \$300,000           |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| PSD   | \$0        | \$10,300,000        | \$0  | \$10,300,000        |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| TRF   | \$0        | \$0                 | \$0  | \$0                 |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <b>Total</b>  | <b>\$0</b> | <b>\$10,600,000</b> | <b>\$0</b>   | <b>\$10,600,000</b> |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| FTE   | 0.00       | 0.00                | 0.00   | 0.00                |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <b>HB 4</b>   | \$0        | \$0                 | \$0  | \$0                 |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <b>HB 5</b>   | \$0        | \$0                 | \$0  | \$0                 |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i>  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| Other Funds:  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| Notes:  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <b>2. CORE DESCRIPTION</b>  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| The Section 5310 program provides funding to transportation service providers for capital and operating projects that enhance the mobility of senior citizens and persons with disabilities that have limited access to their communities (medical, employment, shopping, etc.) where public transportation is unavailable, insufficient or inappropriate.  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| The allocation to Missouri is based on the disabled population in the state. MoDOT administers the grants that support mobility projects in the rural as well as the small urbanized areas of the state.  |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |            |                     |  |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |
| Eligible organizations are listed:<br>Access II - Independent Living Center<br>Adult Day Activity Personal Training (ADAPT)<br>All About Family 1   |            |                     | Audrain Developmental Disability Services<br>Barry-Lawrence Developmental Center<br>Big Springs Sheltered Workshop |                     |  |    |         |       |       |   |    |     |     |     |     |  |    |     |           |     |           |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |  |

## CORE DECISION ITEM

| <b>Department of Transportation</b>                                 | <b>Budget Unit:</b>  | <b>Multimodal Operations</b> |
|---|--|------------------------------|
| <b>Division: Multimodal Operations</b>                              |  |                              |
| <b>Core: CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317</b> | <b>HB Section:</b>   | <b>04.455</b>                |
| Alternative Community Training                                      | Community Counseling Center  |                              |
| Amanda Luckett Murphy Hopewell Mental Health Center                 | Community Living, Inc.   |                              |
| Boone Center Inc.   | Community Opportunities for People with Developmental Disabilities |                              |
| Boonslick RPC   | Community Sheltered Workshop, Inc.                                 |                              |
| Bootheel Counseling Service   | Compass Health: Crider Center for Mental Health                    |                              |
| Burrell, Inc.   | Compass Health: Pathways Community Behavioral Healthcare, Inc.     |                              |
| Camden Co. Developmental Disability Resources                       | Compass Health: Pathways Psychiatric Hospital                      |                              |
| Cape Girardeau Community Sheltered W/S d/b/a VIP Industries         | Comprehensive Mental Health Services, Inc.                         |                              |
| Capital City Area Council for Special Services                      | Concerned Care, Inc.   |                              |
| Cardinal Ritter Senior Services                                     | Council of Churches of the Ozarks                                  |                              |
| Care Center of Kansas City (Swope Ridge Geriatric Center)           | Crawford County Board for People with Developmental Disabilities   |                              |
| Carondelet Long Term Care Facilities, Inc. - St Mary's Manor        | Current River Sheltered Workshop                                   |                              |
| Carroll County Memorial Hospital                                    | Developing Potential, Inc.   |                              |
| Cerebral Palsy of Tri-County  | Disability Resources Associates                                    |                              |
| Champ Clark ACC d/b/a The Learning Center                           | Don Bosco Community Center, Inc.                                   |                              |
| Chariton County Sheltered Workshop, Inc.                            | Dunklin Co. Transit Services                                       |                              |
| Chariton Valley Association for Handicapped Citizens, Inc.          | E. Central MO Behavioral Health Services                           |                              |
| Child Advocacy Services Center - The Children's Place               | Easter Seals Midwest   |                              |
| Children's Therapy Center of Pettis County, Inc.                    | Emmaus Homes (Marthasville and St. Charles)                        |                              |
| Choices for People Center   | Enrichment Services of Dent County, Inc.                           |                              |
| City of Bellefontaine Neighbors                                     | Family Guidance Center for Behavioral Health                       |                              |
| City of Ferguson  | Fun & Friends of Thayer Area                                       |                              |
| City of Hazelwood   | Gambrill Gardens   |                              |
| City of Jefferson   | Gateway Chapter Paralyzed Veterans of America, Inc.                |                              |
| City of Jennings  | Gateway Industries of Eldon  |                              |
| City of Maplewood   | Good Shepherd Nursing Home District                                |                              |
| City of St. Joseph  | Great Circle   |                              |
| City of Sugar Creek   | Grundy Co. Senate Bill 40 Board                                    |                              |
| City Seniors, Inc.  | Guadalupe Centers, Inc.  |                              |
| Clarence Nursing Home District                                      | Hannibal Regional Hospital   |                              |
| Clinco Sheltered Industries, Inc.                                   | Harrison County Sheltered Workshop                                 |                              |
| Cole County Residential Serv., Inc.                                 | Harry S. Truman Children's Mercy Hospital                          |                              |

## CORE DECISION ITEM

| <b>Department of Transportation</b>                                 | <b>Budget Unit:</b>   | <b>Multimodal Operations</b> |
|---|---|------------------------------|
| <b>Division: Multimodal Operations</b>                              |   |                              |
| <b>Core: CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317</b> | <b>HB Section:</b>  | <b>04.455</b>                |
| Healthcare Coalition of Lafayette County                            | Mattie Rhodes Memorial Society                                  |                              |
| Heartland Health System   | Medi-Transit of Springfield                                     |                              |
| Housing Authority of the City of Macon                              | Meramec RPC   |                              |
| I-70 Medical Center Auxiliary                                       | Metropolitan Senior Citizens d/b/a St. Louis Activity Center    |                              |
| Ideal Apartment Housing   | Mid MO RPC  |                              |
| Independence Center   | Miller County Board for Services For Developmental Disabilities |                              |
| Independent Living Center, Inc.                                     | Missouri Rural Health Association                               |                              |
| ITN St. Charles   | Moniteau County Senate Bill 40 Board                            |                              |
| Jasper County Sheltered Facilities Association                      | Monroe City Sheltered Workshop                                  |                              |
| Jefferson County Community Partnership                              | New Horizons Community Support Service                          |                              |
| Jewish Community Center Association                                 | NextStep for Life, Inc.   |                              |
| Job Point   | North Central Missouri Mental Health Center                     |                              |
| Johnson County Board of Services                                    | Northside Youth and Senior Service Center, Inc.                 |                              |
| Knox County Nursing Home District                                   | Northwest Communities Development Corp.                         |                              |
| La Plata Nursing Home   | Northwest Missouri Industries, Inc.                             |                              |
| Laclede Industries  | OATS Inc.   |                              |
| Lafayette County Board of Sheltered Services                        | Opportunity Workshop, Inc.                                      |                              |
| Lake of the Ozarks Developmental Center                             | Osage County Community Living Inc.                              |                              |
| Learning Opportunities Quality Works, Inc.                          | Ozark Center Transportation                                     |                              |
| LIFE Center for Independent Living                                  | Ozark Valley Community Service (OVCS)                           |                              |
| Lifebridge Partnership  | Ozarks Medical Center Behavioral Healthcare                     |                              |
| Linn County SB 40   | Paraquad, Inc.  |                              |
| Living Community - St. Joseph                                       | Pemiscot Progressive Industries, Inc.                           |                              |
| Livingston County Nursing Home District                             | Perry County SB 40 Board  |                              |
| Livingston County SB 40 Board - Livingston New Horizons             | Peter & Paul Community Service                                  |                              |
| Macon County Commission for Developmentally Disabled Citizens       | Phelps County Regional Medical Center                           |                              |
| Macon County Nursing Home d/b/a Lock Haven                          | Pike County Agency for Developmental Disabilities               |                              |
| Macon County Sheltered Workshop - Diversified Industries            | Pineview Manor, Inc.  |                              |
| Madison County Council on DD/MCCDD                                  | Places for People, Inc.   |                              |
| Manufactures Assistance Group, Inc.                                 | Platte County Board of Services for Developmental Disabilities  |                              |
| Marion County Board of Services for Developmental Disabilities      | Pony Bird, Inc.   |                              |
| Mark Twain Association for Mental Health                            | Preferred Family Healthcare d/b/a Preferred Community Services  |                              |

## CORE DECISION ITEM

|   |   |                              |
|---|---|------------------------------|
| <b>Department of Transportation</b>                                 | <b>Budget Unit:</b>                                   | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>                              |   |                              |
| <b>Core: CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317</b> | <b>HB Section:</b>                                    | <b>04.455</b>                |
| Quality Industries of the Lake-Ozarks                               | Unique Services, Inc.                                 |                              |
| Rainbow Center for Communicative Disorders                          | United Enterprises Inc.                               |                              |
| Ray County Board of Services for the Developmentally Disabled       | West Central Missouri Veterans Home Assistance League |                              |
| Ray County Transportation Inc.                                      | West Vue, Inc.  |                              |
| Reynolds County Sheltered Workshop                                  | Wider Opportunities                                   |                              |
| Rolling Hills Creative Living, Inc.                                 | Willow Health Care                                    |                              |
| Ruth Jensen Village Residential Services, Inc.                      | Worth County Convalescent Center                      |                              |
| SEMO - Alliance for Disability Independence Corp.                   | Youth Education & Health in Souldard                  |                              |
| Senior Adult Services   |   |                              |
| Senior Citizens of Mountain View                                    |   |                              |
| SERVE Inc.  |   |                              |
| Services for Extended Employment                                    |   |                              |
| Sheltered Industries of Meramec Valley/Empac Inds                   |   |                              |
| Sherwood Center for the Exceptional Child                           |   |                              |
| Southside Wellness Center   |   |                              |
| Southwest Center for Independent Living                             |   |                              |
| Special Neighbors   |   |                              |
| St. Anthony's Medical Center  |   |                              |
| St. Elizabeth Adult Day Care Center                                 |   |                              |
| St. Francois County Board for Developmental Disabilities            |   |                              |
| St. Louis Association for Retarded Citizens (ARC)                   |   |                              |
| St. Louis Care and Counseling Services, Inc.                        |   |                              |
| St. Louis Life  |   |                              |
| Ste. Genevieve Sheltered Workshop                                   |   |                              |
| Stoddard County ARC   |   |                              |
| Sunnyhill, Inc.   |   |                              |
| Swope Health Services (d/b/a Model Cities Health Corp of KC)        |   |                              |
| The Arc of the Ozarks   |   |                              |
| The Whole Person, Inc.  |   |                              |
| Tri-County Mental Health Services                                   |   |                              |
| Truman Medical Centers  |   |                              |
| Union Senior Center Transportation, Inc.                            |   |                              |

## CORE DECISION ITEM

Department of Transportation  
 Division: Multimodal Operations  
 Core: CI - Elderly & Disab. Transit Sec. 5310 & 5317

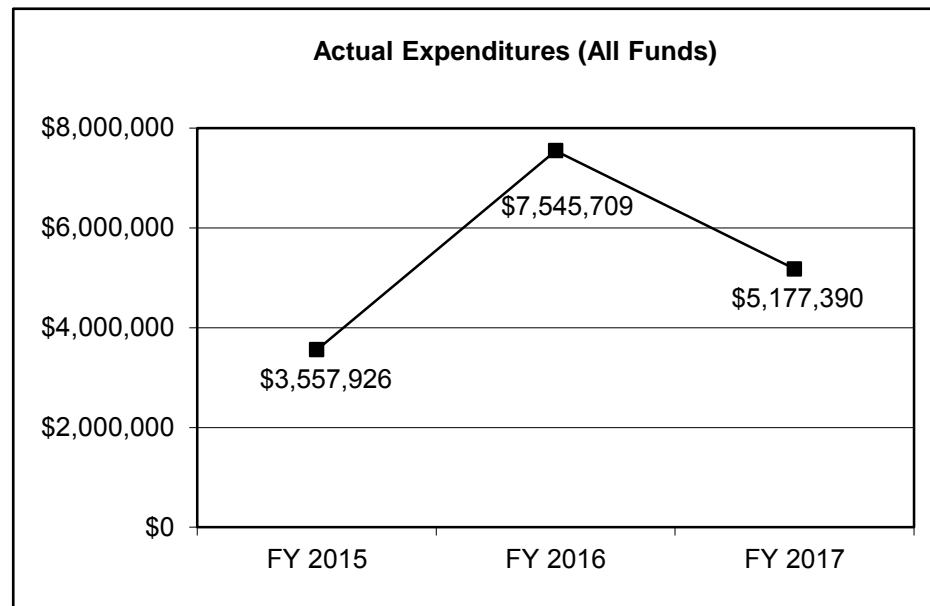
Budget Unit: Multimodal Operations

HB Section: 04.455

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$12,000,000      | \$10,600,000      | \$10,600,000      | \$10,600,000           |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)*    | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$12,000,000      | \$10,600,000      | \$10,600,000      | N/A                    |
| Actual Expenditures (All Funds) | \$3,557,926       | \$7,545,709       | \$5,177,390       | N/A                    |
| Unexpended (All Funds)          | \$8,442,074       | \$3,054,291       | \$5,422,610       | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$8,442,074       | \$3,054,291       | \$5,422,610       | N/A                    |
| Other                           | \$0               | \$0               | \$0               | N/A                    |
|                                 | (1)               | (1)               | (1), (2)          |                        |

\*Restricted amount is as of 9/20/17



Reverted Includes the statutory three percent reserve amount (when applicable).

Restricted Includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year grants carry forward to future years.

(2) In addition to actual expenditures in fiscal year 2017, the unexpended balance of the appropriation includes \$1.5 million of committed budget authority in the form of purchase orders for vehicles ordered in fiscal year 2017, but will not be delivered until fiscal year 2018.

## FLEXIBILITY REQUEST FORM

|                            |  |                    |   |
|----------------------------|--|--------------------|---|
| <b>BUDGET UNIT NUMBER:</b> | 60531C, 60534C, 60535C, 60536C, 60554C<br>Capital Impr - Sec 5310, Small Urban & Rural<br>Tran Prog, Cap Grants - Sec 5309, Planning<br>Grants - Sec 5303, Bus & Bus Facility Trnsit<br>Grnt | <b>DEPARTMENT:</b> | Missouri Department of Transportation (MoDOT) |
| <b>BUDGET UNIT NAME:</b>   |  | <b>DIVISION:</b>   | Multimodal Operations                         |
| <b>HOUSE BILL SECTION:</b> | 04.455, 04.465, 04.470, 04.475, 04.480   |                    |   |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

## DEPARTMENT REQUEST

The fiscal year 2019 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$14,875,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| PRIOR YEAR<br>ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR<br>ESTIMATED AMOUNT OF<br>FLEXIBILITY THAT WILL BE USED   | BUDGET REQUEST<br>ESTIMATED AMOUNT OF<br>FLEXIBILITY THAT WILL BE USED   |
|---|--|--|
| Flexibility was not used in the prior year.     | The department requested 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. | The department is requesting 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| PRIOR YEAR<br>EXPLAIN ACTUAL USE | CURRENT YEAR<br>EXPLAIN PLANNED USE   |
|----------------------------------|---|
| N/A                              | This flexibility will be used, as needed, to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. |



**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                                   |      |      |                     |                   |                    |             |                    |
|---|--------|-----------------------------------|------|------|---------------------|-------------------|--------------------|-------------|--------------------|
|   |        |                                   |      |      |                     | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                       | FUND | FUND | FY 18 APPROP<br>AMT | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.455  | 8493   | CI Grants Section 5310            | 0126 | FED  | \$10,600,000        |                   |                    | 25%         | 25%                |
| 04.465  | 8726   | Small Urban & Rural Transit       | 0126 | FED  | \$31,000,000        |                   |                    | 25%         | 25%                |
| 04.470  | 1316   | Capital Grants Section 5309       | 0126 | FED  | \$1,000,000         |                   |                    | 25%         | 25%                |
| 04.475  | 0437   | Planning Grants Section 5303      | 0126 | FED  | \$11,000,000        |                   |                    | 25%         | 25%                |
| 04.480  | 8249   | Bus & Bus Facility Transit Grants | 0126 | FED  | \$5,900,000         |                   |                    | 25%         | 25%                |

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**CORE RECONCILIATION DETAIL**


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STATE

CAPITAL IMPR - SEC 5310 (16)

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal           | Other    | Total             | Explanation |
|------------------------------------|-----------------|-------------|----------|-------------------|----------|-------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |                   |          |                   |             |
|                                    | EE              | 0.00        | 0        | 300,000           | 0        | 300,000           |             |
|                                    | PD              | 0.00        | 0        | 10,300,000        | 0        | 10,300,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>10,600,000</b> | <b>0</b> | <b>10,600,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |                   |          |                   |             |
|                                    | EE              | 0.00        | 0        | 300,000           | 0        | 300,000           |             |
|                                    | PD              | 0.00        | 0        | 10,300,000        | 0        | 10,300,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>10,600,000</b> | <b>0</b> | <b>10,600,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |                   |          |                   |             |
|                                    | EE              | 0.00        | 0        | 300,000           | 0        | 300,000           |             |
|                                    | PD              | 0.00        | 0        | 10,300,000        | 0        | 10,300,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>10,600,000</b> | <b>0</b> | <b>10,600,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                         | FY 2017            | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|-------------------------------------|--------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                       | ACTUAL             | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                 | DOLLAR             | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>CAPITAL IMPR - SEC 5310 (16)</b> |                    |             |                     |             |                     |             |            |             |
| <b>CORE</b>                         |                    |             |                     |             |                     |             |            |             |
| PROFESSIONAL SERVICES               | 120,091            | 0.00        | 300,000             | 0.00        | 300,000             | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                   | <b>120,091</b>     | <b>0.00</b> | <b>300,000</b>      | <b>0.00</b> | <b>300,000</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS               | 5,057,299          | 0.00        | 10,300,000          | 0.00        | 10,300,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                   | <b>5,057,299</b>   | <b>0.00</b> | <b>10,300,000</b>   | <b>0.00</b> | <b>10,300,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$5,177,390</b> | <b>0.00</b> | <b>\$10,600,000</b> | <b>0.00</b> | <b>\$10,600,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>              | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                | <b>\$5,177,390</b> | <b>0.00</b> | <b>\$10,600,000</b> | <b>0.00</b> | <b>\$10,600,000</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                  | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.455

Program Name: CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317

Program is found in the following core budget(s): CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

The Federal Transit Administration's Section 5310 formula grants target agencies serving the mobility needs of senior citizens and/or persons with disabilities in Missouri's urban and rural areas of the state. MoDOT administers the Section 5310 program as a capital and operating program for such agencies as developmental disability resource boards (Senate Bill 40 boards), sheltered workshops, senior citizen services boards (House Bill 351 boards), senior centers, as well as, not-for-profit medical service agencies. Projects funded under this program must be derived from a locally developed Coordinated Public Transit - Human Services Transportation Plan. Funding is based on yearly applications submitted to MoDOT.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5310 and 33.546, RSMo.

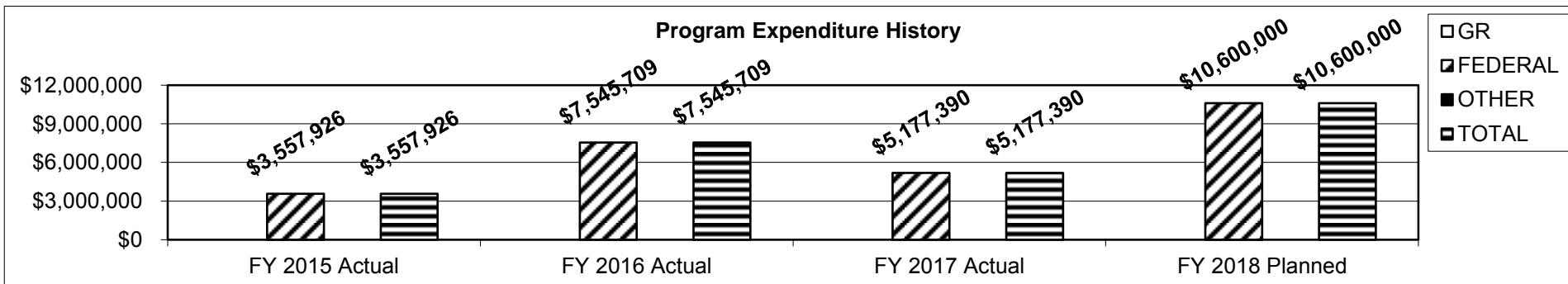
## 3. Are there federal matching requirements? If yes, please explain.

Yes, a 20 percent local fund match is required for capital projects and 50 percent local funds match for operating projects from non-federal sources.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

N/A

## PROGRAM DESCRIPTION

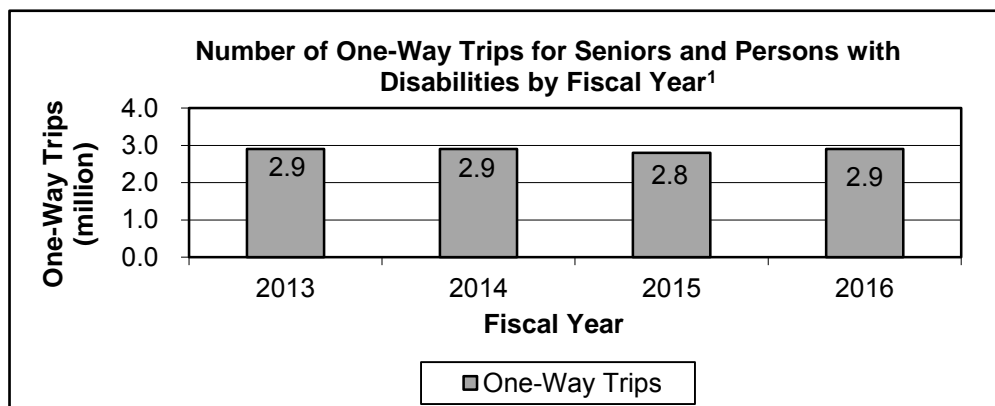
Department of Transportation

HB Section(s): 04.455

Program Name: CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317

Program is found in the following core budget(s): CI - Elderly &amp; Disab. Transit Sec. 5310 &amp; 5317

7a. Provide an effectiveness measure.

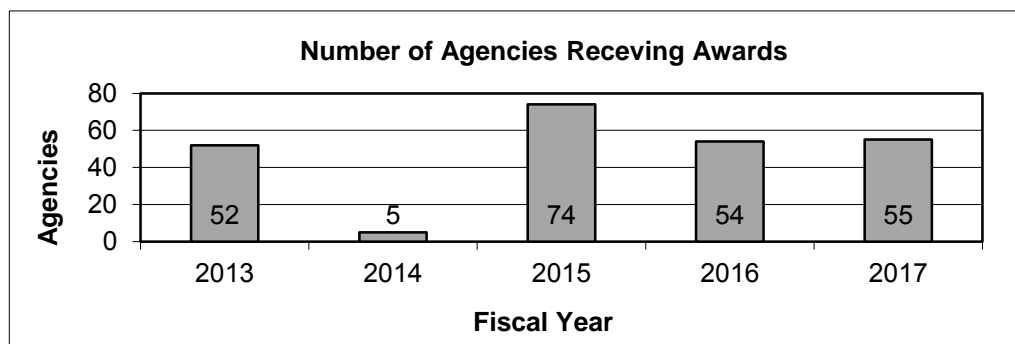
<sup>1</sup>Fiscal year 2017 ridership was not available at the time of publication.

7b. Provide an efficiency measure.

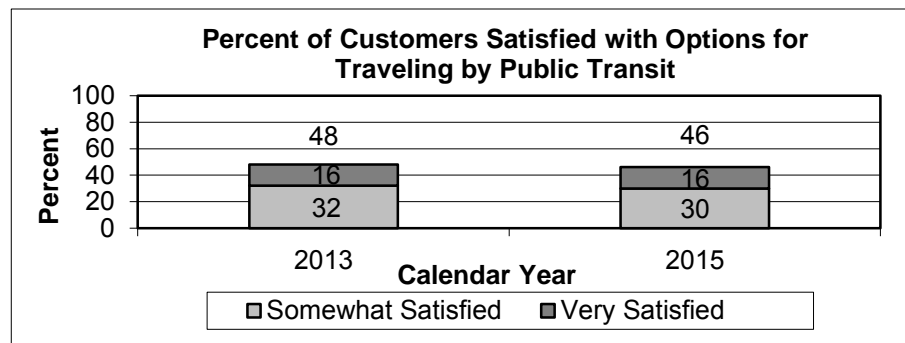
|           | Average Operating Cost Per One-Way Passenger Trip |         |         |                      |
|-----------|---|---------|---------|----------------------|
|           | FY 2014   | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
| Projected | \$6.50  | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12  | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data was not available at the time of publication.

7c. Provide the number of clients/individuals served, if applicable.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

**DECISION ITEM SUMMARY**

| Budget Unit                              |                     |             |                     |             |                     |             |            |             |
|--|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                            | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary                    | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                                     | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>SMALL URBAN &amp; RURAL TRAN PROG</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                              |                     |             |                     |             |                     |             |            |             |
| EXPENSE & EQUIPMENT                      |                     |             |                     |             |                     |             |            |             |
| MULTIMODAL OPERATIONS FEDERAL            | 529,479             | 0.00        | 255,645             | 0.00        | 255,645             | 0.00        | 0          | 0.00        |
| TOTAL - EE                               | 529,479             | 0.00        | 255,645             | 0.00        | 255,645             | 0.00        | 0          | 0.00        |
| PROGRAM-SPECIFIC                         |                     |             |                     |             |                     |             |            |             |
| MULTIMODAL OPERATIONS FEDERAL            | 18,779,500          | 0.00        | 30,744,355          | 0.00        | 30,744,355          | 0.00        | 0          | 0.00        |
| TOTAL - PD                               | 18,779,500          | 0.00        | 30,744,355          | 0.00        | 30,744,355          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                             | <b>19,308,979</b>   | <b>0.00</b> | <b>31,000,000</b>   | <b>0.00</b> | <b>31,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$19,308,979</b> | <b>0.00</b> | <b>\$31,000,000</b> | <b>0.00</b> | <b>\$31,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>  | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>   |                     |                              |
| <b>Core: Grants to Small Urban &amp; Rural Transit Program - Section 5311 &amp; 5316</b> | <b>HB Section:</b>  | <b>04.465</b>                |

**1. CORE FINANCIAL SUMMARY**

| FY 2019 Budget Request  |      |              |       |              | FY 2019 Governor's Recommendation |   |      |         |       |       |   |
|---|------|--------------|-------|--------------|-----------------------------------|---|------|---------|-------|-------|---|
|   | GR   | Federal      | Other | Total        | E                                 |   | GR   | Federal | Other | Total | E |
| PS  | \$0  | \$0          | \$0   | \$0          |                                   | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE  | \$0  | \$255,645    | \$0   | \$255,645    |                                   | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD   | \$0  | \$30,744,355 | \$0   | \$30,744,355 |                                   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF   | \$0  | \$0          | \$0   | \$0          |                                   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total   | \$0  | \$31,000,000 | \$0   | \$31,000,000 |                                   | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE   | 0.00 | 0.00         | 0.00  | 0.00         |                                   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4  | \$0  | \$0          | \$0   | \$0          |                                   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5  | \$0  | \$0          | \$0   | \$0          |                                   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |              |       |              |                                   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |

Other Funds:

Other Funds:

Notes:

Notes:

**2. CORE DESCRIPTION**

This appropriation is used to maintain minimum levels of access to public transportation in non-urbanized areas, support rural municipal transit systems, including intercity bus services, and provide employment related transportation assistance to welfare recipients and other low-income persons. These federal funds are distributed through an application process and provide planning, capital and operating assistance for access to medical care, social services and employment.

**3. PROGRAM LISTING (list programs included in this core funding)**

Eligible providers include:

|   |                                      |                                   |  |
|---|--------------------------------------|-----------------------------------|--|
| Burlington Trailways                    | City of Houston                      | Greyhound Lines, Inc.             | Ripley County Transit, Inc.            |
| Cape Girardeau County Transit Authority | City of Lamar                        | Jefferson Lines                   | Scott County Transit System, Inc.      |
| City of Bloomfield                      | City of Mt. Vernon                   | Licking Bridge Builders, Inc.     | SERVE, Inc.                            |
| City of Carthage                        | City of Nevada                       | Macon Area Chamber of Commerce    | SEMO Transportation Service, Inc.      |
| City of Clinton                         | City of New Madrid                   | Mississippi County Transit System | Stoddard County Transit Services, Inc. |
| City of El Dorado Springs               | City of West Plains                  | OATS, Inc.                        |  |
| City of Excelsior Springs               | Dunklin County Transit Service, Inc. | Ray County Transportation, Inc.   |  |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>  | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>   |                     |                              |
| <b>Core: Grants to Small Urban &amp; Rural Transit Program - Section 5311 &amp; 5316</b> | <b>HB Section:</b>  | <b>04.465</b>                |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$27,000,000              | \$17,995,000              | \$31,000,000              | \$31,000,000                   |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$27,000,000              | \$17,995,000              | \$31,000,000              | N/A                            |
| Actual Expenditures (All Funds) | \$22,445,824              | \$17,991,256              | \$19,308,979              | N/A                            |
| Unexpended (All Funds)          | \$4,554,176               | \$3,744                   | \$11,691,021              | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$4,554,176               | \$3,744                   | \$11,691,021              | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |

(1)

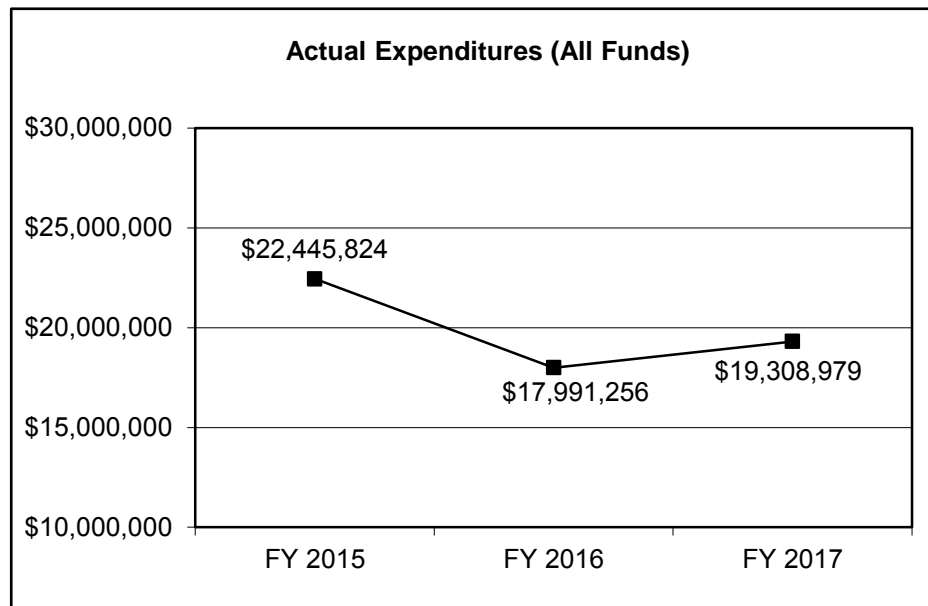
\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) In addition to actual expenditures in fiscal year 2017, the unexpended balance of the appropriation includes \$3.3 million of committed budget authority in the form of purchase orders for vehicles ordered in fiscal year 2017, but will not be delivered until fiscal year 2018.





## FLEXIBILITY REQUEST FORM

|   |   |  |
|---|---|--|
| <b>BUDGET UNIT NUMBER:</b> 60531C, 60534C, 60535C, 60536C, 60554C<br>Capital Impr - Sec 5310, Small Urban & Rural<br>Tran Prog, Cap Grants - Sec 5309, Planning<br>Grants - Sec 5303, Bus & Bus Facility Trnsit<br>Grnt   |   | <b>DEPARTMENT:</b> Missouri Department of Transportation (MoDOT)   |
| <b>BUDGET UNIT NAME:</b>  |   | <b>DIVISION:</b> Multimodal Operations   |
| <b>HOUSE BILL SECTION:</b> 04.455, 04.465, 04.470, 04.475, 04.480   |   |  |
| <b>1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.</b>       |   |  |
| <b>DEPARTMENT REQUEST</b>   |   |  |
| The fiscal year 2019 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$14,875,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration. |   |  |
| <b>2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.</b>  |   |  |
| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b>   | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>   | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
| Flexibility was not used in the prior year.   | The department requested 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed.                              | The department is requesting 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. |
| <b>3. Please explain how flexibility was used in the prior and/or current years.</b>  |   |  |
| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b>  | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b>   |  |
| N/A   | This flexibility will be used, as needed, to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. |  |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                                   |      |      |                     |                   |                    |             |                    |
|---|--------|-----------------------------------|------|------|---------------------|-------------------|--------------------|-------------|--------------------|
| HB  | Approp | APPROP NAME                       | FUND | FUND | FY 18 APPROP<br>AMT | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
|   |        |                                   |      |      |                     | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.455  | 8493   | CI Grants Section 5310            | 0126 | FED  | \$10,600,000        |                   |                    | 25%         | 25%                |
| 04.465  | 8726   | Small Urban & Rural Transit       | 0126 | FED  | \$31,000,000        |                   |                    | 25%         | 25%                |
| 04.470  | 1316   | Capital Grants Section 5309       | 0126 | FED  | \$1,000,000         |                   |                    | 25%         | 25%                |
| 04.475  | 0437   | Planning Grants Section 5303      | 0126 | FED  | \$11,000,000        |                   |                    | 25%         | 25%                |
| 04.480  | 8249   | Bus & Bus Facility Transit Grants | 0126 | FED  | \$5,900,000         |                   |                    | 25%         | 25%                |

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**CORE RECONCILIATION DETAIL**


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**STATE****SMALL URBAN & RURAL TRAN PROG**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b>    | <b>Other</b> | <b>Total</b>      | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|-------------------|--------------|-------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                   |              |                   |                    |
|                                    | EE                      | 0.00        | 0         | 255,645           | 0            | 255,645           |                    |
|                                    | PD                      | 0.00        | 0         | 30,744,355        | 0            | 30,744,355        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>31,000,000</b> | <b>0</b>     | <b>31,000,000</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                   |              |                   |                    |
|                                    | EE                      | 0.00        | 0         | 255,645           | 0            | 255,645           |                    |
|                                    | PD                      | 0.00        | 0         | 30,744,355        | 0            | 30,744,355        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>31,000,000</b> | <b>0</b>     | <b>31,000,000</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                   |              |                   |                    |
|                                    | EE                      | 0.00        | 0         | 255,645           | 0            | 255,645           |                    |
|                                    | PD                      | 0.00        | 0         | 30,744,355        | 0            | 30,744,355        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>31,000,000</b> | <b>0</b>     | <b>31,000,000</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|--|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                            | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>SMALL URBAN &amp; RURAL TRAN PROG</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                              |                     |             |                     |             |                     |             |            |             |
| PROFESSIONAL DEVELOPMENT                 | 3,750               | 0.00        | 9,867               | 0.00        | 9,867               | 0.00        | 0          | 0.00        |
| PROFESSIONAL SERVICES                    | 525,729             | 0.00        | 245,778             | 0.00        | 245,778             | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                        | <b>529,479</b>      | <b>0.00</b> | <b>255,645</b>      | <b>0.00</b> | <b>255,645</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS                    | 18,779,500          | 0.00        | 30,683,359          | 0.00        | 30,683,359          | 0.00        | 0          | 0.00        |
| REFUNDS                                  | 0                   | 0.00        | 60,996              | 0.00        | 60,996              | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                        | <b>18,779,500</b>   | <b>0.00</b> | <b>30,744,355</b>   | <b>0.00</b> | <b>30,744,355</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$19,308,979</b> | <b>0.00</b> | <b>\$31,000,000</b> | <b>0.00</b> | <b>\$31,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                   | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                     | <b>\$19,308,979</b> | <b>0.00</b> | <b>\$31,000,000</b> | <b>0.00</b> | <b>\$31,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                       | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.465

Program Name: Small Urban &amp; Rural Trans Program - Section 5311 &amp; 5316

Program is found in the following core budget(s): Small Urban &amp; Rural Trans Program - Section 5311 &amp; 5316

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

This program is used to maintain minimum levels of access to public transportation in non-urbanized areas, support rural municipal transit systems, including intercity bus services. The Federal Transit Administration provides grants to states on a formula basis for nonurban transit in the Section 5311 program. Rural public transit providers and intercity bus carriers apply to MoDOT's Transit Section for these Section 5311 grants to carry out rural public transit related service, planning and capital projects. Funding is based on yearly applications submitted to MoDOT. Requests for operating assistance are given priority over capital project requests. Once operating assistance is awarded, capital requests are reviewed for award, if funding is available. Operating assistance awards are based upon the applicant budget for the coming year compared to previous years expenditures.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5311 and 33.546, RSMo.

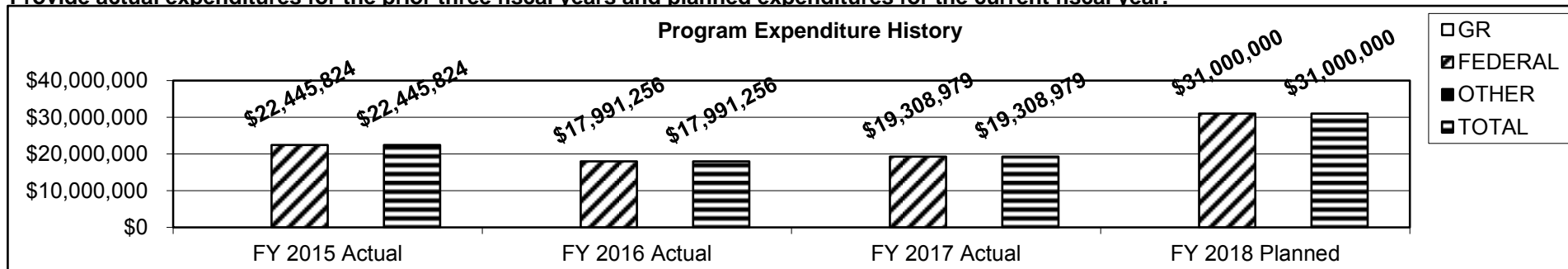
## 3. Are there federal matching requirements? If yes, please explain.

Yes. Transit operating assistance requires a minimum 50 percent match of the individual program's net deficit (projected costs less projected fares). Transit capital assistance requires 20 - 50 percent matching funds.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

N/A

## PROGRAM DESCRIPTION

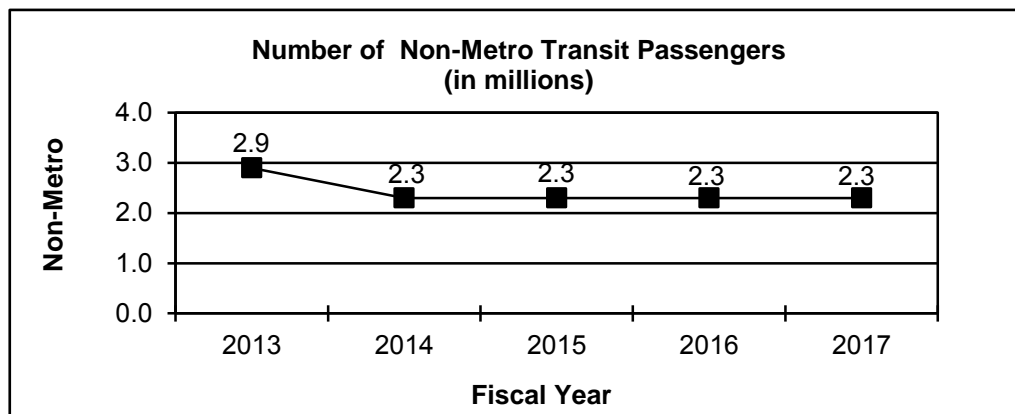
Department of Transportation

HB Section(s): 04.465

Program Name: Small Urban &amp; Rural Trans Program - Section 5311 &amp; 5316

Program is found in the following core budget(s): Small Urban &amp; Rural Trans Program - Section 5311 &amp; 5316

7a. Provide an effectiveness measure.

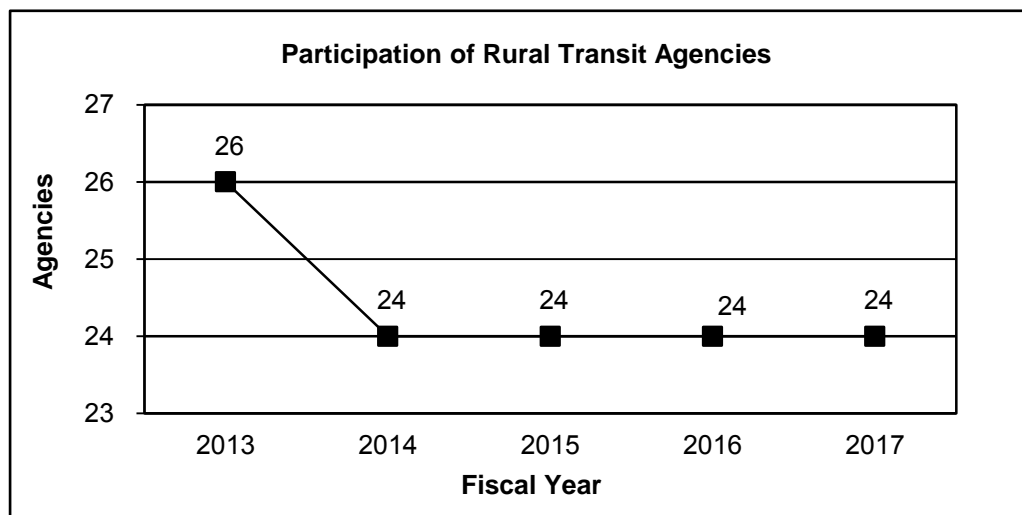


7b. Provide an efficiency measure.

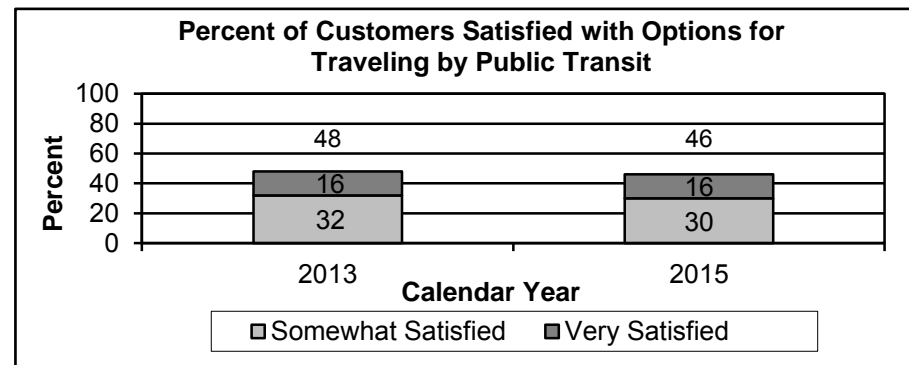
|           | Average Operating Cost Per One-Way Passenger Trip |         |         |                      |
|-----------|---|---------|---------|----------------------|
|           | FY 2014   | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
| Projected | \$6.50  | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12  | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data was not available at the time of publication.

7c. Provide the number of clients/individuals served, if applicable.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                 |                  |                |                    |                |                    |                 |                |                |
|------------------------------------|------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>               | <b>FY 2017</b>   | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>       | <b>ACTUAL</b>    | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                        | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>CAP GRANTS-SEC 5309 (SEC 3)</b> |                  |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                        |                  |                |                    |                |                    |                 |                |                |
| PROGRAM-SPECIFIC                   |                  |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL      | 124,711          | 0.00           | 1,000,000          | 0.00           | 1,000,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                         | 124,711          | 0.00           | 1,000,000          | 0.00           | 1,000,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                       | <b>124,711</b>   | <b>0.00</b>    | <b>1,000,000</b>   | <b>0.00</b>    | <b>1,000,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                 | <b>\$124,711</b> | <b>0.00</b>    | <b>\$1,000,000</b> | <b>0.00</b>    | <b>\$1,000,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |



## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: National Discretionary Capital Grants - Section 5309</b>  | <b>Budget Unit: Multimodal Operations</b><br><b>HB Section: 04.470</b> |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
|---|--|------------------------|-------------|--------------------|---|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|-------------|-----|-------------|--|-----|-----|-----|-----|-----|--|--------------|------------|--------------------|------------|--------------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|------------|------------|------------|------------|--|-------------|------------|------------|------------|------------|--|--|--|-----------------------------------|--|--|--|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|--------------|------------|------------|------------|------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|------------|------------|------------|------------|--|-------------|------------|------------|------------|------------|--|
| <b>1. CORE FINANCIAL SUMMARY</b>  |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4">FY 2019 Budget Request</th> <th></th> </tr> <tr> <th></th> <th>GR</th> <th>Federal</th> <th>Other</th> <th>Total</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>EE</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td>\$0</td> <td>\$1,000,000</td> <td>\$0</td> <td>\$1,000,000</td> <td></td> </tr> <tr> <td>TRF</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$0</b></td> <td><b>\$1,000,000</b></td> <td><b>\$0</b></td> <td><b>\$1,000,000</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Budget Request |             |                    |   |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$1,000,000 | \$0 | \$1,000,000 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$1,000,000</b> | <b>\$0</b> | <b>\$1,000,000</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>HB 5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4">FY 2019 Governor's Recommendation</th> <th></th> </tr> <tr> <th></th> <th>GR</th> <th>Federal</th> <th>Other</th> <th>Total</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>EE</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>TRF</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Governor's Recommendation |  |  |  |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$0 | \$0 | \$0 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>HB 5</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  |
|   | FY 2019 Budget Request   |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
|   | GR   | Federal                | Other       | Total              | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| PS  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| EE  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| PSD   | \$0  | \$1,000,000            | \$0         | \$1,000,000        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$1,000,000</b>     | <b>\$0</b>  | <b>\$1,000,000</b> |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>HB 4</b>   | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>HB 5</b>   | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
|   | FY 2019 Governor's Recommendation                                      |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
|   | GR   | Federal                | Other       | Total              | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| PS  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| EE  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| PSD   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>HB 4</b>   | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>HB 5</b>   | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>2. CORE DESCRIPTION</b>  |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <p>These grants provide funding for the cost of replacement transit vehicles, vehicles for service expansion, transit facilities and equipment in support of transit services. The federal funding for this program is being phased out. Remaining funds in the National Discretionary Capital Grants program consists of earmarked funds awarded to Southeast Missouri Transportation Service (SMTS) for their Intelligent Transportation System (ITS).</p> <p>This program is used as authorization to pass-through to several operators of rural city transit systems.</p>   |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |
| <p>The following providers have Federal Transit Association Section 5309 funded projects that will extend into state fiscal year 2018:</p> <p>Southeast Missouri Transportation Service. Inc.</p>   |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |             |     |             |  |     |     |     |     |     |  |              |            |                    |            |                    |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |            |            |            |            |  |             |            |            |            |            |  |

## CORE DECISION ITEM

**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: National Discretionary Capital Grants - Section 5309**

**Budget Unit: Multimodal Operations**

**HB Section: 04.470**

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$3,000,000       | \$1,400,000       | \$1,400,000       | \$1,000,000            |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)*    | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$3,000,000       | \$1,400,000       | \$1,400,000       | N/A                    |
| Actual Expenditures (All Funds) | \$383,080         | \$400,994         | \$124,711         | N/A                    |
| Unexpended (All Funds)          | \$2,616,920       | \$999,006         | \$1,275,289       | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$2,616,920       | \$999,006         | \$1,275,289       | N/A                    |
| Other                           | \$0               | \$0               | \$0               | N/A                    |
|                                 | (1)               | (1)               | (1), (2)          |                        |

\*Restricted amount is as of 9/20/17

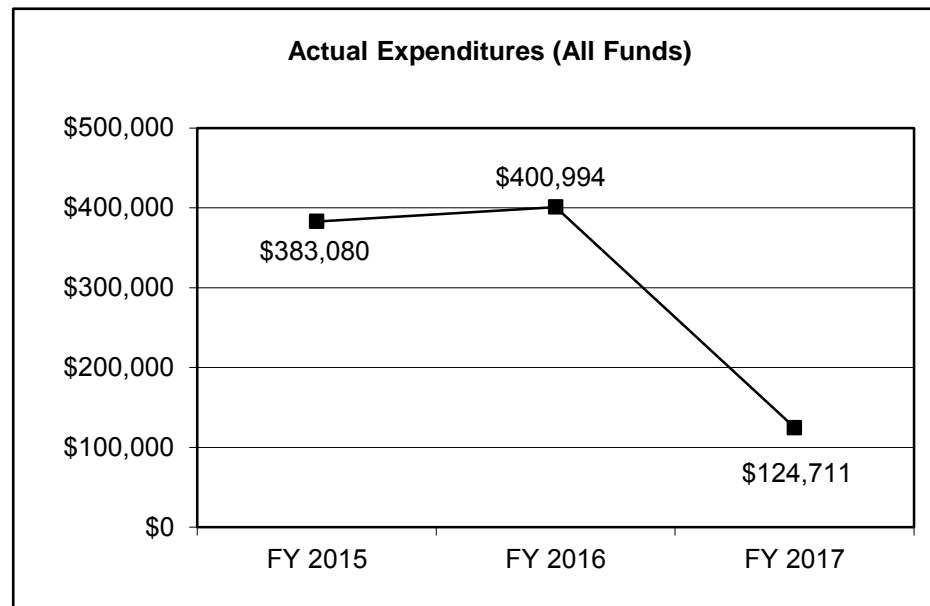
Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year grants carry forward to future years.

(2) In addition to actual expenditures in fiscal year 2017, the unexpended balance of the appropriation includes \$687,296 of committed budget authority in the form of purchase orders for vehicles ordered in fiscal year 2017, but will not be delivered until fiscal year 2018.



## FLEXIBILITY REQUEST FORM

|   |   |  |
|---|---|--|
| <b>BUDGET UNIT NUMBER:</b> 60531C, 60534C, 60535C, 60536C, 60554C<br>Capital Impr - Sec 5310, Small Urban & Rural<br><b>BUDGET UNIT NAME:</b> Tran Prog, Cap Grants - Sec 5309, Planning<br>Grants - Sec 5303, Bus & Bus Facility Trnsit<br>Grnt<br><b>HOUSE BILL SECTION:</b> 04.455, 04.465, 04.470, 04.475, 04.480   |   | <b>DEPARTMENT:</b> Missouri Department of Transportation (MoDOT)<br><br><b>DIVISION:</b> Multimodal Operations                     |
| <b>1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.</b>       |   |  |
| <b>DEPARTMENT REQUEST</b>   |   |  |
| The fiscal year 2019 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$14,875,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration. |   |  |
| <b>2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.</b>  |   |  |
| <b>PRIOR YEAR<br/>ACTUAL AMOUNT OF FLEXIBILITY USED</b>   | <b>CURRENT YEAR<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>   | <b>BUDGET REQUEST<br/>ESTIMATED AMOUNT OF<br/>FLEXIBILITY THAT WILL BE USED</b>  |
| Flexibility was not used in the prior year.   | The department requested 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed.                              | The department is requesting 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. |
| <b>3. Please explain how flexibility was used in the prior and/or current years.</b>  |   |  |
| <b>PRIOR YEAR<br/>EXPLAIN ACTUAL USE</b>  | <b>CURRENT YEAR<br/>EXPLAIN PLANNED USE</b>   |  |
| N/A   | This flexibility will be used, as needed, to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. |  |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                                   |      |      |                     |                  |                    |             |                    |
|---|--------|-----------------------------------|------|------|---------------------|------------------|--------------------|-------------|--------------------|
|   |        |                                   |      |      |                     | ESTIMATED APPROP |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                       | FUND | FUND | FY 18 APPROP<br>AMT | FY 18            | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.455  | 8493   | CI Grants Section 5310            | 0126 | FED  | \$10,600,000        |                  |                    | 25%         | 25%                |
| 04.465  | 8726   | Small Urban & Rural Transit       | 0126 | FED  | \$31,000,000        |                  |                    | 25%         | 25%                |
| 04.470  | 1316   | Capital Grants Section 5309       | 0126 | FED  | \$1,000,000         |                  |                    | 25%         | 25%                |
| 04.475  | 0437   | Planning Grants Section 5303      | 0126 | FED  | \$11,000,000        |                  |                    | 25%         | 25%                |
| 04.480  | 8249   | Bus & Bus Facility Transit Grants | 0126 | FED  | \$5,900,000         |                  |                    | 25%         | 25%                |

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**CORE RECONCILIATION DETAIL**


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STATE

CAP GRANTS-SEC 5309 (SEC 3)

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal          | Other    | Total            | Explanation |
|------------------------------------|-----------------|-------------|----------|------------------|----------|------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |                  |          |                  |             |
|                                    | PD              | 0.00        | 0        | 1,000,000        | 0        | 1,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>1,000,000</b> | <b>0</b> | <b>1,000,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |                  |          |                  |             |
|                                    | PD              | 0.00        | 0        | 1,000,000        | 0        | 1,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>1,000,000</b> | <b>0</b> | <b>1,000,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |                  |          |                  |             |
|                                    | PD              | 0.00        | 0        | 1,000,000        | 0        | 1,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>1,000,000</b> | <b>0</b> | <b>1,000,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                        | FY 2017          | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|------------------------------------|------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                      | ACTUAL           | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR           | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>CAP GRANTS-SEC 5309 (SEC 3)</b> |                  |             |                    |             |                    |             |            |             |
| <b>CORE</b>                        |                  |             |                    |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS              | 124,711          | 0.00        | 1,000,000          | 0.00        | 1,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                  | <b>124,711</b>   | <b>0.00</b> | <b>1,000,000</b>   | <b>0.00</b> | <b>1,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$124,711</b> | <b>0.00</b> | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                    | \$0              | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                      | \$124,711        | 0.00        | \$1,000,000        | 0.00        | \$1,000,000        | 0.00        |            | 0.00        |
| OTHER FUNDS                        | \$0              | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.470

Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): National Disc. Capital Grants - Section 5309

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

These grants provide funding for the cost of replacement transit vehicles, vehicles for service expansion, transit facilities and equipment in support of transit services.

Remaining funds in the Section 5309 program consist of earmarked funds awarded to Southeast Missouri Transportation Service (SMTS) for Intelligent Transportation System (ITS).

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 USC 5309 and 33.546, RSMo.

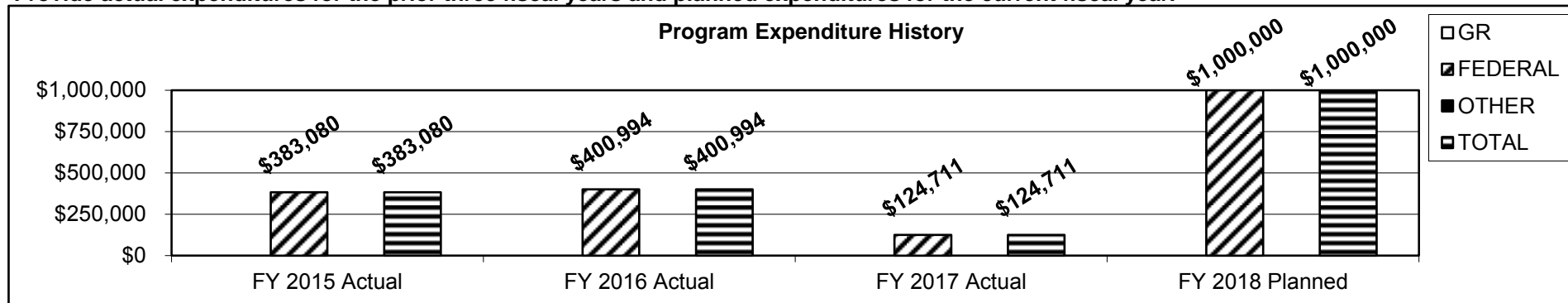
## 3. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent of project funds must be non-federal matching funds.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

N/A

## PROGRAM DESCRIPTION

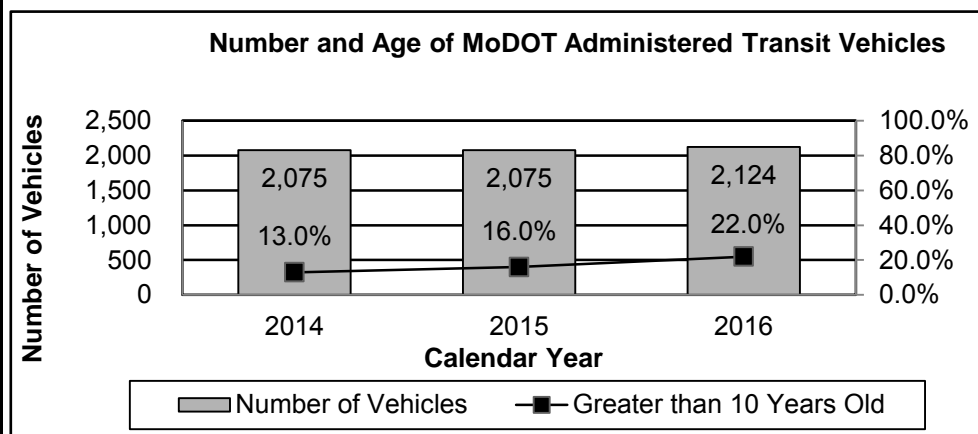
Department of Transportation

HB Section(s): 04.470

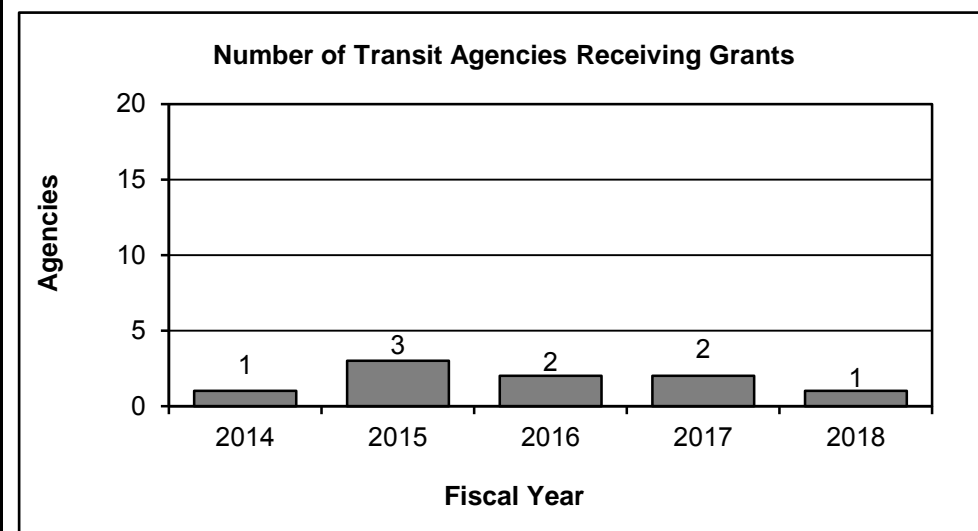
Program Name: National Disc. Capital Grants - Section 5309

Program is found in the following core budget(s): National Disc. Capital Grants - Section 5309

7a. Provide an effectiveness measure.



7c. Provide the number of clients/individuals served, if applicable.



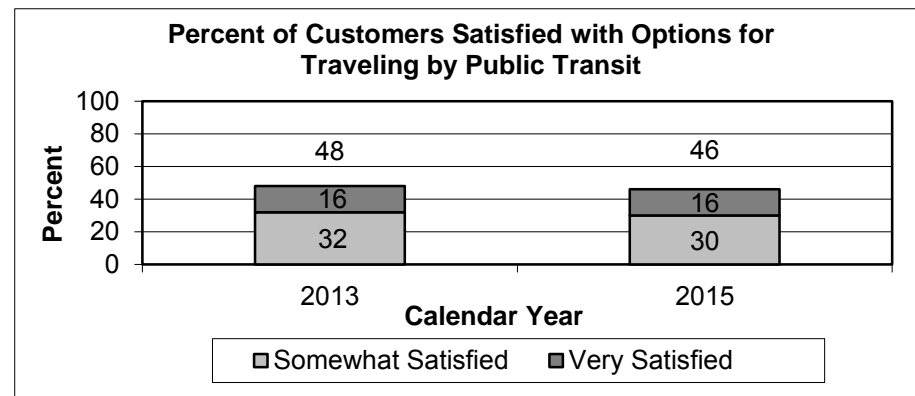
7b. Provide an efficiency measure.

**Average Operating Cost Per One-Way Passenger Trip**

|           | FY 2014 | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
|-----------|---------|---------|---------|----------------------|
| Projected | \$6.50  | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12  | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data was not available at the time of publication.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.



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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                  |                 |                |                     |                |                     |                 |                |                |
|-------------------------------------|-----------------|----------------|---------------------|----------------|---------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                | <b>FY 2017</b>  | <b>FY 2017</b> | <b>FY 2018</b>      | <b>FY 2018</b> | <b>FY 2019</b>      | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>        | <b>ACTUAL</b>   | <b>ACTUAL</b>  | <b>BUDGET</b>       | <b>BUDGET</b>  | <b>DEPT REQ</b>     | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                         | <b>DOLLAR</b>   | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>PLANNING GRANTS-SEC 5303 (8)</b> |                 |                |                     |                |                     |                 |                |                |
| <b>CORE</b>                         |                 |                |                     |                |                     |                 |                |                |
| PROGRAM-SPECIFIC                    |                 |                |                     |                |                     |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL       | 55,576          | 0.00           | 11,000,000          | 0.00           | 11,000,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                          | 55,576          | 0.00           | 11,000,000          | 0.00           | 11,000,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                        | <b>55,576</b>   | <b>0.00</b>    | <b>11,000,000</b>   | <b>0.00</b>    | <b>11,000,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                  | <b>\$55,576</b> | <b>0.00</b>    | <b>\$11,000,000</b> | <b>0.00</b>    | <b>\$11,000,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: Metropolitan &amp; Statewide Planning Grants - Section 5303 &amp; 5304</b>  | <b>Budget Unit: <u>Multimodal Operations</u></b><br><b>HB Section: <u>04.475</u></b>  |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|---|---|--|---|---------------------|---|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|--------------|-----|--------------|--|-----|-----|-----|-----|-----|--|--------------|------------|---------------------|------------|---------------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|--|--|-----------------------------------|--|--|--|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|--------------|------------|------------|------------|------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|
| <b>1. CORE FINANCIAL SUMMARY</b>  |   |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Budget Request</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$11,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$11,000,000</td> <td></td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$11,000,000</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$11,000,000</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |   | FY 2019 Budget Request   |   |                     |   |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$11,000,000 | \$0 | \$11,000,000 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$11,000,000</b> | <b>\$0</b> | <b>\$11,000,000</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Governor's Recommendation</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Governor's Recommendation |  |  |  |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$0 | \$0 | \$0 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  |
|   | FY 2019 Budget Request  |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR  | Federal  | Other   | Total               | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0   | \$11,000,000   | \$0   | \$11,000,000        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>  | <b>\$11,000,000</b>  | <b>\$0</b>  | <b>\$11,000,000</b> |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b>   | <b>0.00</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | FY 2019 Governor's Recommendation   |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR  | Federal  | Other   | Total               | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>  | <b>\$0</b>   | <b>\$0</b>  | <b>\$0</b>          |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>   | <b>0.00</b>  | <b>0.00</b>   | <b>0.00</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0   | \$0  | \$0   | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>2. CORE DESCRIPTION</b>  |   |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>This program allows for the pass-through of federal transit planning assistance (FTA Sections 5303 as well as 5304, formerly Section 5313) and federal highway administration planning assistance (FHWA PL funds) to metropolitan planning organizations. Federal transportation funds for construction, equipment or operations require a metropolitan planning process.</p> <p>This program allows for statewide transit planning and technical assistance activities grants that can be used for planning support, research and technical studies related to public transportation.</p>   |   |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |   |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>The following is the list of eligible MPO's and RPC's organizations:</p> <table style="width: 100%;"> <tr> <td style="width: 50%;"> Boonslick Regional Planning Commission<br/> Boothel Regional Planning &amp; Economic Development Commission<br/> Capital Area Metropolitan Planning Organization </td> <td style="width: 50%;"> Columbia Area Transportation Study Organization<br/> East-West Gateway Council of Governments<br/> Green Hills Regional Planning Commission </td> </tr> </table>   |   | Boonslick Regional Planning Commission<br>Boothel Regional Planning & Economic Development Commission<br>Capital Area Metropolitan Planning Organization | Columbia Area Transportation Study Organization<br>East-West Gateway Council of Governments<br>Green Hills Regional Planning Commission |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| Boonslick Regional Planning Commission<br>Boothel Regional Planning & Economic Development Commission<br>Capital Area Metropolitan Planning Organization  | Columbia Area Transportation Study Organization<br>East-West Gateway Council of Governments<br>Green Hills Regional Planning Commission |  |   |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>  | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>   |                     |                              |
| <b>Core: Metropolitan &amp; Statewide Planning Grants - Section 5303 &amp; 5304</b>  | <b>HB Section:</b>  | <b>04.475</b>                |
| Harry S. Truman Coordinating Council<br>Joplin Area Transportation Study Organization<br>Kaysinger Basin Regional Planning Commission<br>Lake of the Ozarks Council of Local Governments<br>Mark Twain Regional Council of Governments<br>Meramec Regional Planning Commission<br>Mid-America Regional Council<br>Mid-Mo Regional Planning Commission<br>Missouri Public Transit Association<br>Mo-Kan Regional Council<br>Northeast Missouri Regional Planning Commission<br>Northwest Missouri Regional Council of Governments<br>Other Recipients<br>Ozark Foothills Regional Planning Commission<br>Ozark Transportation Organization<br>Pioneer Trails Regional Planning Commission<br>South Central Ozark Council of Governments<br>Southeast Metropolitan Planning Organization<br>Southeast Missouri Regional Planning & Economic Development Commission<br>Southwest Missouri Council of Governments<br>St. Joseph Area Transportation Study Organization |                     |                              |

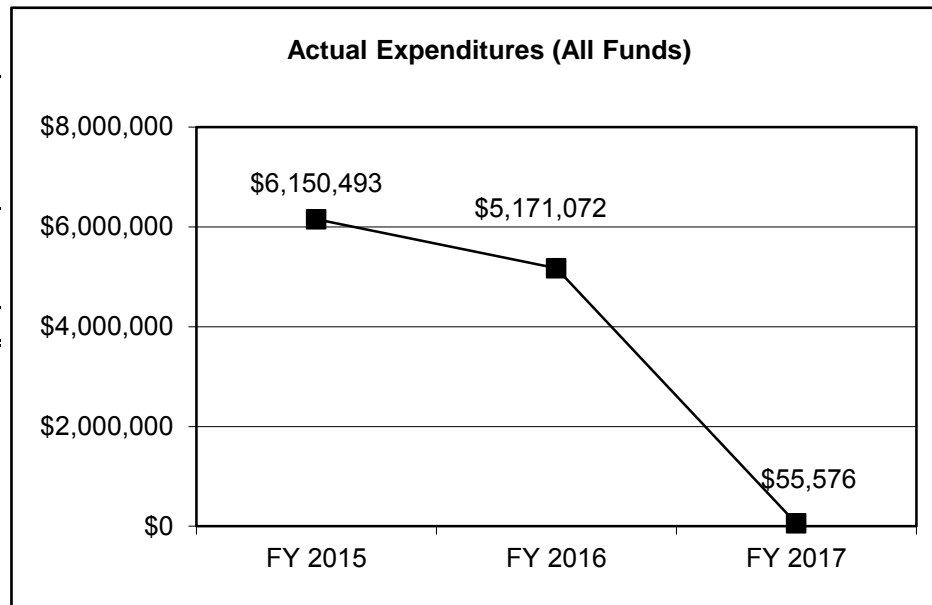
## CORE DECISION ITEM

|   |                     |                              |
|---|---------------------|------------------------------|
| <b>Department of Transportation</b>   | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>  |                     |                              |
| <b>Core: Metropolitan &amp; Statewide Planning Grants - Section 5303 &amp; 5304</b> | <b>HB Section:</b>  | <b>04.475</b>                |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$11,000,000              | \$11,000,000              | \$11,000,000              | \$11,000,000                   |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$11,000,000              | \$11,000,000              | \$11,000,000              | N/A                            |
| Actual Expenditures (All Funds) | \$6,150,493               | \$5,171,072               | \$55,576                  | N/A                            |
| Unexpended (All Funds)          | \$4,849,507               | \$5,828,928               | \$10,944,424              | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$4,849,507               | \$5,828,928               | \$10,944,424              | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |
|                                 | <b>(1)</b>                | <b>(1)</b>                | <b>(1), (2)</b>           |                                |

\*Restricted amount is as of 9/20/17



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year grants carry forward to future years.

(2) A portion of Metropolitan Planning Organization funding was transferred from the Federal Transit Administration to the Federal Highway Administration and was expended from the construction appropriation.

## FLEXIBILITY REQUEST FORM

|                            |  |                    |   |
|----------------------------|--|--------------------|---|
| <b>BUDGET UNIT NUMBER:</b> | 60531C, 60534C, 60535C, 60536C, 60554C<br>Capital Impr - Sec 5310, Small Urban & Rural<br>Tran Prog, Cap Grants - Sec 5309, Planning<br>Grants - Sec 5303, Bus & Bus Facility Trnsit<br>Grnt | <b>DEPARTMENT:</b> | Missouri Department of Transportation (MoDOT) |
| <b>BUDGET UNIT NAME:</b>   |  | <b>DIVISION:</b>   | Multimodal Operations                         |
| <b>HOUSE BILL SECTION:</b> | 04.455, 04.465, 04.470, 04.475, 04.480   |                    |   |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

## DEPARTMENT REQUEST

The fiscal year 2019 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$14,875,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| PRIOR YEAR<br>ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR<br>ESTIMATED AMOUNT OF<br>FLEXIBILITY THAT WILL BE USED   | BUDGET REQUEST<br>ESTIMATED AMOUNT OF<br>FLEXIBILITY THAT WILL BE USED   |
|---|--|--|
| Flexibility was not used in the prior year.     | The department requested 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. | The department is requesting 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| PRIOR YEAR<br>EXPLAIN ACTUAL USE | CURRENT YEAR<br>EXPLAIN PLANNED USE   |
|----------------------------------|---|
| N/A                              | This flexibility will be used, as needed, to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                                   |      |      |                     |                   |                    |             |                    |
|---|--------|-----------------------------------|------|------|---------------------|-------------------|--------------------|-------------|--------------------|
|   |        |                                   |      |      |                     | ESTIMATED APPROPS |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                       | FUND | FUND | FY 18 APPROP<br>AMT | FY 18             | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.455  | 8493   | CI Grants Section 5310            | 0126 | FED  | \$10,600,000        |                   |                    | 25%         | 25%                |
| 04.465  | 8726   | Small Urban & Rural Transit       | 0126 | FED  | \$31,000,000        |                   |                    | 25%         | 25%                |
| 04.470  | 1316   | Capital Grants Section 5309       | 0126 | FED  | \$1,000,000         |                   |                    | 25%         | 25%                |
| 04.475  | 0437   | Planning Grants Section 5303      | 0126 | FED  | \$11,000,000        |                   |                    | 25%         | 25%                |
| 04.480  | 8249   | Bus & Bus Facility Transit Grants | 0126 | FED  | \$5,900,000         |                   |                    | 25%         | 25%                |

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**CORE RECONCILIATION DETAIL**


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**STATE****PLANNING GRANTS-SEC 5303 (8)**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b>    | <b>Other</b> | <b>Total</b>      | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|-------------------|--------------|-------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                   |              |                   |                    |
|                                    | PD                      | 0.00        | 0         | 11,000,000        | 0            | 11,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>11,000,000</b> | <b>0</b>     | <b>11,000,000</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                   |              |                   |                    |
|                                    | PD                      | 0.00        | 0         | 11,000,000        | 0            | 11,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>11,000,000</b> | <b>0</b>     | <b>11,000,000</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                   |              |                   |                    |
|                                    | PD                      | 0.00        | 0         | 11,000,000        | 0            | 11,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>11,000,000</b> | <b>0</b>     | <b>11,000,000</b> |                    |



**DECISION ITEM DETAIL**

| Budget Unit                         | FY 2017         | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|-------------------------------------|-----------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                       | ACTUAL          | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                 | DOLLAR          | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>PLANNING GRANTS-SEC 5303 (8)</b> |                 |             |                     |             |                     |             |            |             |
| <b>CORE</b>                         |                 |             |                     |             |                     |             |            |             |
| PROGRAM DISTRIBUTIONS               | 55,576          | 0.00        | 11,000,000          | 0.00        | 11,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                   | <b>55,576</b>   | <b>0.00</b> | <b>11,000,000</b>   | <b>0.00</b> | <b>11,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                  | <b>\$55,576</b> | <b>0.00</b> | <b>\$11,000,000</b> | <b>0.00</b> | <b>\$11,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                     | \$0             | 0.00        | \$0                 | 0.00        | \$0                 | 0.00        |            | 0.00        |
| FEDERAL FUNDS                       | \$55,576        | 0.00        | \$11,000,000        | 0.00        | \$11,000,000        | 0.00        |            | 0.00        |
| OTHER FUNDS                         | \$0             | 0.00        | \$0                 | 0.00        | \$0                 | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

|  |                              |
|--|------------------------------|
| <b>Department of Transportation</b>  | <b>HB Section(s): 04.475</b> |
| <b>Program Name: Metro &amp; Statewide Planning Grants-Section 5303 &amp; 5304</b>                                     |                              |
| <b>Program is found in the following core budget(s): Metro &amp; Statewide Planning Grants-Section 5303 &amp; 5304</b> |                              |

- 1a. **What strategic priority does this program address?**  
Operate a reliable and convenient transportation system
  
- 1b. **What does this program do?**  
This program allows for statewide transit planning and technical assistance activities grants that can be used for planning support, research and technical studies related to public transportation. Regional Planning Commissions (RPC) and Metropolitan Planning Organizations (MPO) utilize Section 5304 funds for updates to the Coordinated Public Transit Human Services Transportation Plans. These plans are updated every five years. These plans must be updated to allow subrecipients to apply for FTA Section 5310 funding within each area.
  
2. **What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**  
Title 49 USC 5303, Title 49 5304 and 33.546, RSMo.
  
3. **Are there federal matching requirements? If yes, please explain.**  
Yes, 20 percent of project funds must be non-federal matching funds.
  
4. **Is this a federally mandated program? If yes, please explain.**  
Yes, 20 percent of project funds must be non-federal matching funds.
  
5. **Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.**

**Program Expenditure History**

| Fiscal Year     | GR                 | FEDERAL          | OTHER | TOTAL        |
|-----------------|--------------------|------------------|-------|--------------|
| FY 2015 Actual  | \$6,150,493        | \$6,150,493      | \$0   | \$12,300,986 |
| FY 2016 Actual  | \$5,171,072        | \$5,171,072      | \$0   | \$10,342,144 |
| FY 2017 Actual  | \$55,576 (Federal) | \$55,576 (Total) | \$0   | \$111,152    |
| FY 2018 Planned | \$11,000,000       | \$11,000,000     | \$0   | \$22,000,000 |
  
6. **What are the sources of the "Other " funds?**  
N/A

## PROGRAM DESCRIPTION

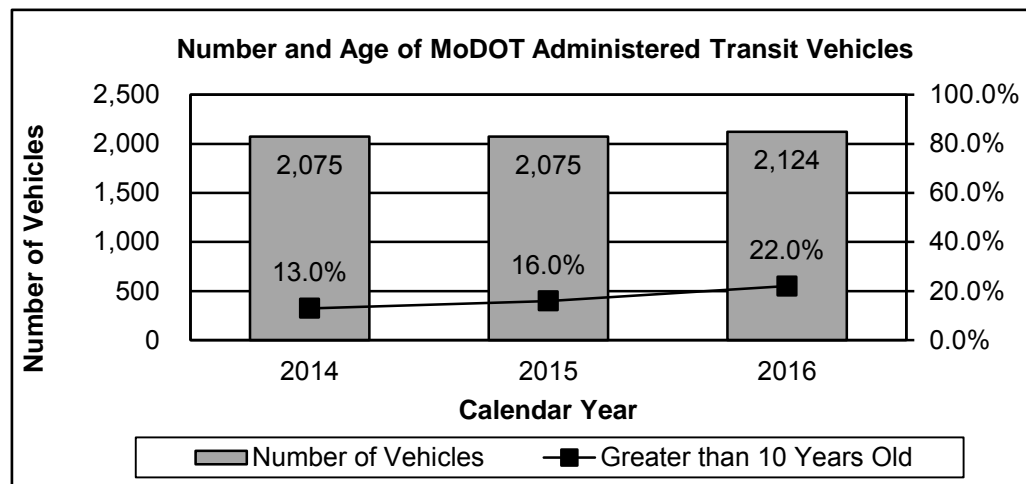
Department of Transportation

HB Section(s): 04.475

Program Name: Metro &amp; Statewide Planning Grants-Section 5303 &amp; 5304

Program is found in the following core budget(s): Metro &amp; Statewide Planning Grants-Section 5303 &amp; 5304

7a. Provide an effectiveness measure.



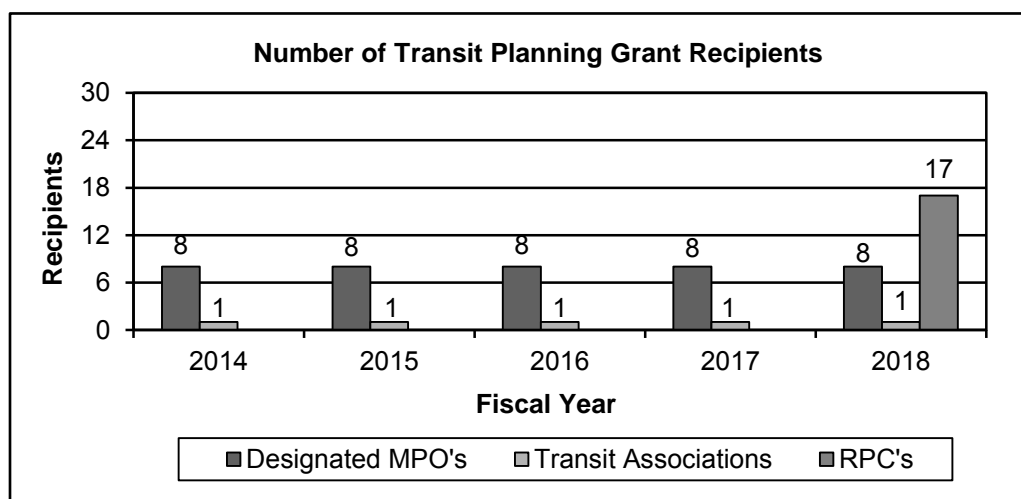
7b. Provide an efficiency measure.

**Average Operating Cost Per One-Way Passenger Trip**

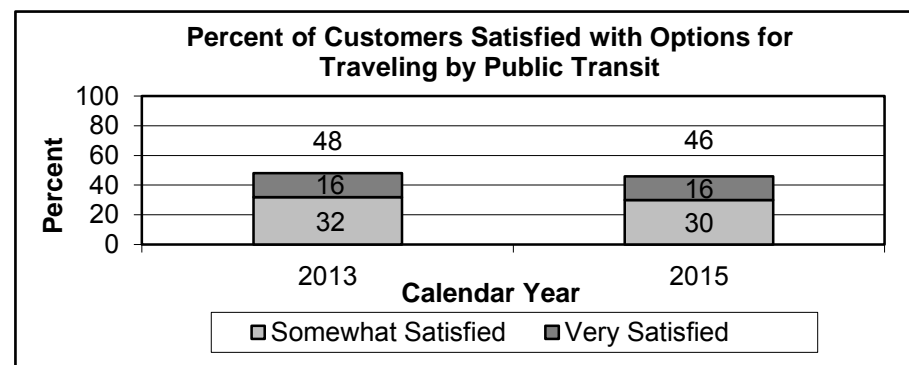
|           | FY 2014 | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
|-----------|---------|---------|---------|----------------------|
| Projected | \$6.50  | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12  | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data was not available at the time of publication.

7c. Provide the number of clients/individuals served, if applicable.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                        |                    |                |                    |                |                    |                 |                |                |
|---|--------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                      | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>              | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                               | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>BUS &amp; BUS FACILITY TRNSIT GRNT</b> |                    |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                               |                    |                |                    |                |                    |                 |                |                |
| EXPENSE & EQUIPMENT                       |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL             | 0                  | 0.00           | 29,355             | 0.00           | 29,355             | 0.00            | 0              | 0.00           |
| TOTAL - EE                                | 0                  | 0.00           | 29,355             | 0.00           | 29,355             | 0.00            | 0              | 0.00           |
| PROGRAM-SPECIFIC                          |                    |                |                    |                |                    |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL             | 1,215,192          | 0.00           | 5,870,645          | 0.00           | 5,870,645          | 0.00            | 0              | 0.00           |
| TOTAL - PD                                | 1,215,192          | 0.00           | 5,870,645          | 0.00           | 5,870,645          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                              | <b>1,215,192</b>   | <b>0.00</b>    | <b>5,900,000</b>   | <b>0.00</b>    | <b>5,900,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                        | <b>\$1,215,192</b> | <b>0.00</b>    | <b>\$5,900,000</b> | <b>0.00</b>    | <b>\$5,900,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |



## CORE DECISION ITEM

**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: Bus and Bus Facility Transit Grants**

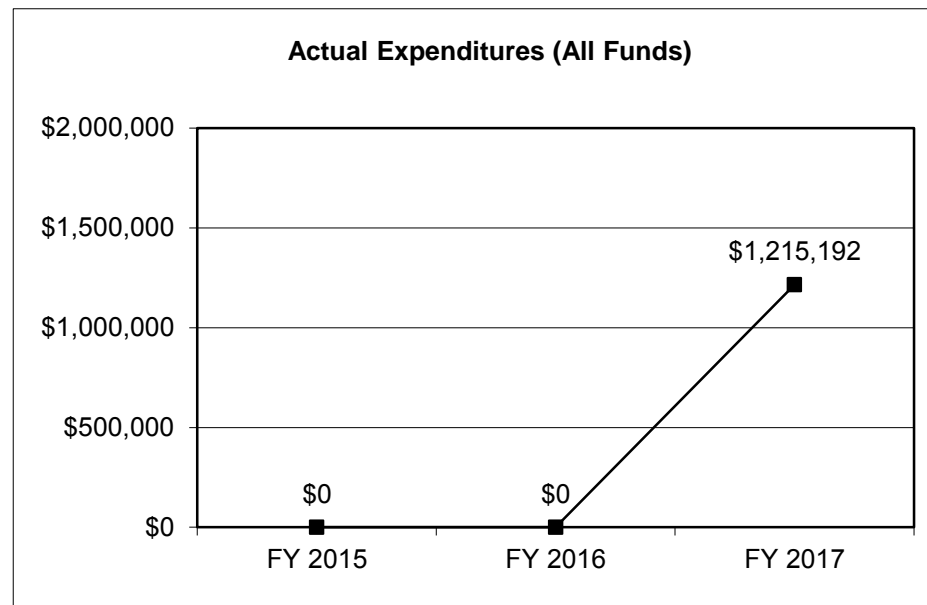
**Budget Unit:** Multimodal Operations

**HB Section:** 04.480

**4. FINANCIAL HISTORY**

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$4,000,000               | \$4,400,000               | \$5,900,000               | \$5,900,000                    |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$4,000,000               | \$4,400,000               | \$5,900,000               | N/A                            |
| Actual Expenditures (All Funds) | \$0                       | \$0                       | \$1,215,192               | N/A                            |
| Unexpended (All Funds)          | \$4,000,000               | \$4,400,000               | \$4,684,808               | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$4,000,000               | \$4,400,000               | \$4,684,808               | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |
|                                 | <b>(1)</b>                | <b>(1)</b>                | <b>(1), (2)</b>           |                                |

\*Restricted amount is as of 9/20/17



Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year grants carry forward to future years.

(2) In addition to actual expenditures in fiscal year 2017, the unexpended balance of the appropriation includes \$953,895 of committed budget authority in the form of purchase orders for vehicles ordered in fiscal year 2017, but will not be delivered until fiscal year 2018.

## FLEXIBILITY REQUEST FORM

|                            |  |                    |   |
|----------------------------|--|--------------------|---|
| <b>BUDGET UNIT NUMBER:</b> | 60531C, 60534C, 60535C, 60536C, 60554C   | <b>DEPARTMENT:</b> | Missouri Department of Transportation (MoDOT) |
| <b>BUDGET UNIT NAME:</b>   | Capital Impr - Sec 5310, Small Urban & Rural<br>Tran Prog, Cap Grants - Sec 5309, Planning<br>Grants - Sec 5303, Bus & Bus Facility Trnsit<br>Grnt | <b>DIVISION:</b>   | Multimodal Operations                         |
| <b>HOUSE BILL SECTION:</b> | 04.455, 04.465, 04.470, 04.475, 04.480   |                    |   |

**1. Provide the amount by fund of personal service flexibility and the amount by fund of expense and equipment flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed. If flexibility is being requested among divisions, provide the amount by fund of flexibility you are requesting in dollar and percentage terms and explain why the flexibility is needed.**

## DEPARTMENT REQUEST

The fiscal year 2019 budget request includes a request for 25 percent flexibility between each of the House Bill sections and/or budget units listed above from the Multimodal Operations Federal Fund, totaling \$14,875,000. This flexibility is needed between these House Bill sections and/or budget units to allow MoDOT to more effectively administer federal funds received from the Federal Transit Administration.

**2. Estimate how much flexibility will be used for the budget year. How much flexibility was used in the Prior Year Budget and the Current Year Budget? Please specify the amount.**

| PRIOR YEAR<br>ACTUAL AMOUNT OF FLEXIBILITY USED | CURRENT YEAR<br>ESTIMATED AMOUNT OF<br>FLEXIBILITY THAT WILL BE USED   | BUDGET REQUEST<br>ESTIMATED AMOUNT OF<br>FLEXIBILITY THAT WILL BE USED   |
|---|--|--|
| Flexibility was not used in the prior year.     | The department requested 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. | The department is requesting 25 percent flexibility, totaling \$14,875,000 from the Multimodal Operations Federal Fund, as needed. |

**3. Please explain how flexibility was used in the prior and/or current years.**

| PRIOR YEAR<br>EXPLAIN ACTUAL USE | CURRENT YEAR<br>EXPLAIN PLANNED USE   |
|----------------------------------|---|
| N/A                              | This flexibility will be used, as needed, to allow MoDOT to more effectively administer the federal funds received from the Federal Transit Administration. |

**FY 2019**  
**Estimated Appropriations and Flexibility Requests**

| Missouri Department of Transportation (MoDOT) |        |                                   |      |      |                     |                  |                    |             |                    |
|---|--------|-----------------------------------|------|------|---------------------|------------------|--------------------|-------------|--------------------|
|   |        |                                   |      |      |                     | ESTIMATED APPROP |                    | FLEXIBILITY |                    |
| HB  | Approp | APPROP NAME                       | FUND | FUND | FY 18 APPROP<br>AMT | FY 18            | FY 19<br>Requested | FY 18       | FY 19<br>Requested |
| 04.455  | 8493   | CI Grants Section 5310            | 0126 | FED  | \$10,600,000        |                  |                    | 25%         | 25%                |
| 04.465  | 8726   | Small Urban & Rural Transit       | 0126 | FED  | \$31,000,000        |                  |                    | 25%         | 25%                |
| 04.470  | 1316   | Capital Grants Section 5309       | 0126 | FED  | \$1,000,000         |                  |                    | 25%         | 25%                |
| 04.475  | 0437   | Planning Grants Section 5303      | 0126 | FED  | \$11,000,000        |                  |                    | 25%         | 25%                |
| 04.480  | 8249   | Bus & Bus Facility Transit Grants | 0126 | FED  | \$5,900,000         |                  |                    | 25%         | 25%                |



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**CORE RECONCILIATION DETAIL**


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**STATE****BUS & BUS FACILITY TRNSIT GRNT**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b>   | <b>Other</b> | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|------------------|--------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                  |              |                  |                    |
|                                    | EE                      | 0.00        | 0         | 29,355           | 0            | 29,355           |                    |
|                                    | PD                      | 0.00        | 0         | 5,870,645        | 0            | 5,870,645        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>5,900,000</b> | <b>0</b>     | <b>5,900,000</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                  |              |                  |                    |
|                                    | EE                      | 0.00        | 0         | 29,355           | 0            | 29,355           |                    |
|                                    | PD                      | 0.00        | 0         | 5,870,645        | 0            | 5,870,645        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>5,900,000</b> | <b>0</b>     | <b>5,900,000</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                  |              |                  |                    |
|                                    | EE                      | 0.00        | 0         | 29,355           | 0            | 29,355           |                    |
|                                    | PD                      | 0.00        | 0         | 5,870,645        | 0            | 5,870,645        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>5,900,000</b> | <b>0</b>     | <b>5,900,000</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                               | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|---|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                             | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                       | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>BUS &amp; BUS FACILITY TRNSIT GRNT</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                               |                    |             |                    |             |                    |             |            |             |
| PROFESSIONAL DEVELOPMENT                  | 0                  | 0.00        | 1,133              | 0.00        | 1,133              | 0.00        | 0          | 0.00        |
| PROFESSIONAL SERVICES                     | 0                  | 0.00        | 28,222             | 0.00        | 28,222             | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                         | <b>0</b>           | <b>0.00</b> | <b>29,355</b>      | <b>0.00</b> | <b>29,355</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS                     | 1,215,192          | 0.00        | 5,863,641          | 0.00        | 5,863,641          | 0.00        | 0          | 0.00        |
| REFUNDS                                   | 0                  | 0.00        | 7,004              | 0.00        | 7,004              | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                         | <b>1,215,192</b>   | <b>0.00</b> | <b>5,870,645</b>   | <b>0.00</b> | <b>5,870,645</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                        | <b>\$1,215,192</b> | <b>0.00</b> | <b>\$5,900,000</b> | <b>0.00</b> | <b>\$5,900,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                    | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                      | <b>\$1,215,192</b> | <b>0.00</b> | <b>\$5,900,000</b> | <b>0.00</b> | <b>\$5,900,000</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                        | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.480

Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

The Federal Transit Administration's (FTA) Section 5339 is a grant program providing capital funding to replace, rehabilitate and purchase buses, vans and related equipment, and to construct bus-related facilities. These funds are annually apportioned to each of the large urban areas (St. Louis, Kansas City and Springfield), apportioned separately on an aggregate basis to the small urban areas (between 50,000 - 199,999 population) and annually apportioned separately in aggregate to the non-urbanized / rural areas of the state. Awards for transit vehicle replacement are based upon the useful life criteria. Useful life criteria identifies the expected lifetime of vehicles based upon years and/or mileage. Vehicles must meet or exceed the useful life criteria to be eligible for replacement.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Title 49 U.S.C. 5339 and 33.546, RSMo.

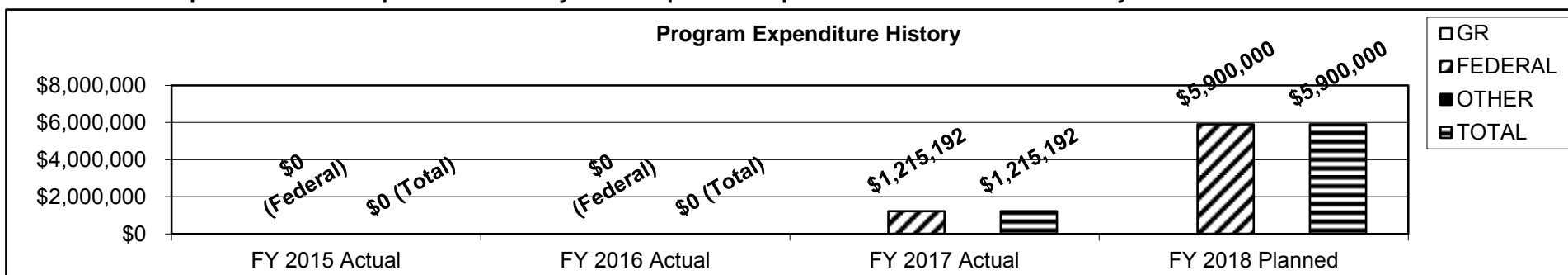
## 3. Are there federal matching requirements? If yes, please explain.

Yes, 20 percent cash matching funds from local/regional transit project sponsors. Funds allocated in the State Transit Assistance appropriation (226.195, RSMo) allocated to local/regional transit agencies may be used by the local/regional transit agency to match these federal funds.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

N/A

## PROGRAM DESCRIPTION

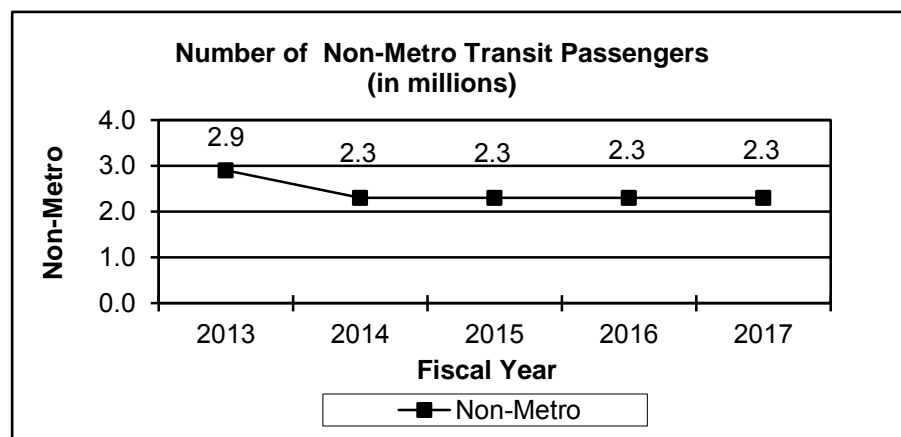
Department of Transportation

HB Section(s): 04.480

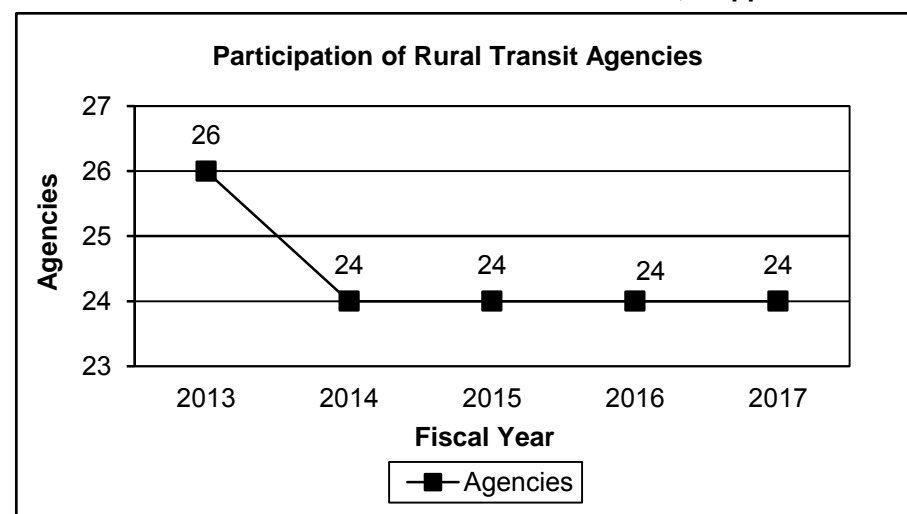
Program Name: Bus and Bus Facility Transit Grants

Program is found in the following core budget(s): Bus and Bus Facility Transit Grants

7a. Provide an effectiveness measure.



7c. Provide the number of clients/individuals served, if applicable.

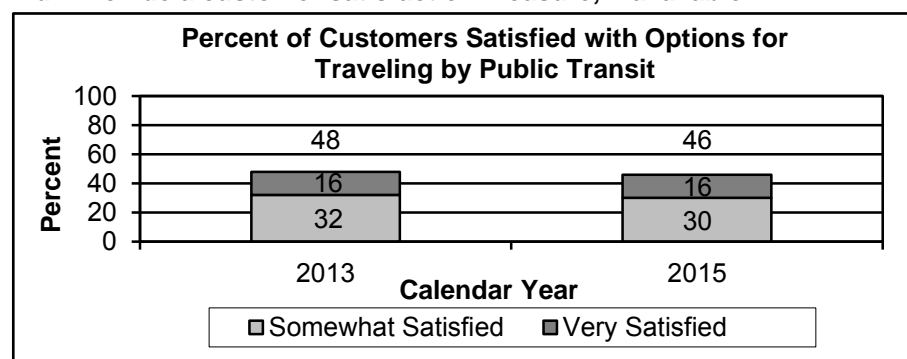


7b. Provide an efficiency measure.

|           | Average Operating Cost Per One-Way Passenger |         |         |                      |
|-----------|--|---------|---------|----------------------|
|           | FY 2014                                      | FY 2015 | FY 2016 | FY 2017 <sup>1</sup> |
| Projected | \$6.50                                       | \$5.75  | \$6.58  | \$5.31               |
| Actual    | \$5.12                                       | \$6.32  | \$5.50  |                      |

<sup>1</sup>Fiscal year 2017 data was not available at the time of publication.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by public transit. No survey was conducted in calendar years 2014 and 2016.

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>            |                  |                |                  |                |                  |                 |                |                |
|-------------------------------|------------------|----------------|------------------|----------------|------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>          | <b>FY 2017</b>   | <b>FY 2017</b> | <b>FY 2018</b>   | <b>FY 2018</b> | <b>FY 2019</b>   | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>  | <b>ACTUAL</b>    | <b>ACTUAL</b>  | <b>BUDGET</b>    | <b>BUDGET</b>  | <b>DEPT REQ</b>  | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                   | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>    | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>STATE SAFETY OVERSIGHT</b> |                  |                |                  |                |                  |                 |                |                |
| <b>CORE</b>                   |                  |                |                  |                |                  |                 |                |                |
| PROGRAM-SPECIFIC              |                  |                |                  |                |                  |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL | 192,964          | 0.00           | 505,962          | 0.00           | 505,962          | 0.00            | 0              | 0.00           |
| STATE TRANSPORTATION FUND     | 36,031           | 0.00           | 126,491          | 0.00           | 126,491          | 0.00            | 0              | 0.00           |
| TOTAL - PD                    | 228,995          | 0.00           | 632,453          | 0.00           | 632,453          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                  | <b>228,995</b>   | <b>0.00</b>    | <b>632,453</b>   | <b>0.00</b>    | <b>632,453</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>            | <b>\$228,995</b> | <b>0.00</b>    | <b>\$632,453</b> | <b>0.00</b>    | <b>\$632,453</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>    | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b> |                     |                              |
| <b>Core: State Safety Oversight</b>    | <b>HB Section:</b>  | <b>04.485</b>                |

## 1. CORE FINANCIAL SUMMARY

| FY 2019 Budget Request  |      |           |           |           |   | FY 2019 Governor's Recommendation   |      |         |       |       |   |
|---|------|-----------|-----------|-----------|---|---|------|---------|-------|-------|---|
|   | GR   | Federal   | Other     | Total     | E |   | GR   | Federal | Other | Total | E |
| PS  | \$0  | \$0       | \$0       | \$0       |   | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE  | \$0  | \$0       | \$0       | \$0       |   | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD   | \$0  | \$505,962 | \$126,491 | \$632,453 |   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF   | \$0  | \$0       | \$0       | \$0       |   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total   | \$0  | \$505,962 | \$126,491 | \$632,453 |   | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE   | 0.00 | 0.00      | 0.00      | 0.00      |   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4  | \$0  | \$0       | \$0       | \$0       |   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5  | \$0  | \$0       | \$0       | \$0       |   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |           |           |           |   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |

Other Funds: State Transportation Fund (0675)

Other Funds:

Notes:

Notes:

## 2. CORE DESCRIPTION

This program continues the funding of the State Safety Oversight Program, which involves inspecting light rail transit systems. The federal transportation act, Fixing America's Surface Transportation (FAST), contained federal funding for this program. The program requires a 20 percent state match.

## 3. PROGRAM LISTING (list programs included in this core funding)

Currently, two operational systems exist in Missouri, the Metrolink in St. Louis and the Kansas City Streetcar. Soon another system will be added, the Delmar Loop Trolley in St. Louis, that is under construction. Each is subject to the safety requirements of the State Safety Oversight program.



## CORE DECISION ITEM

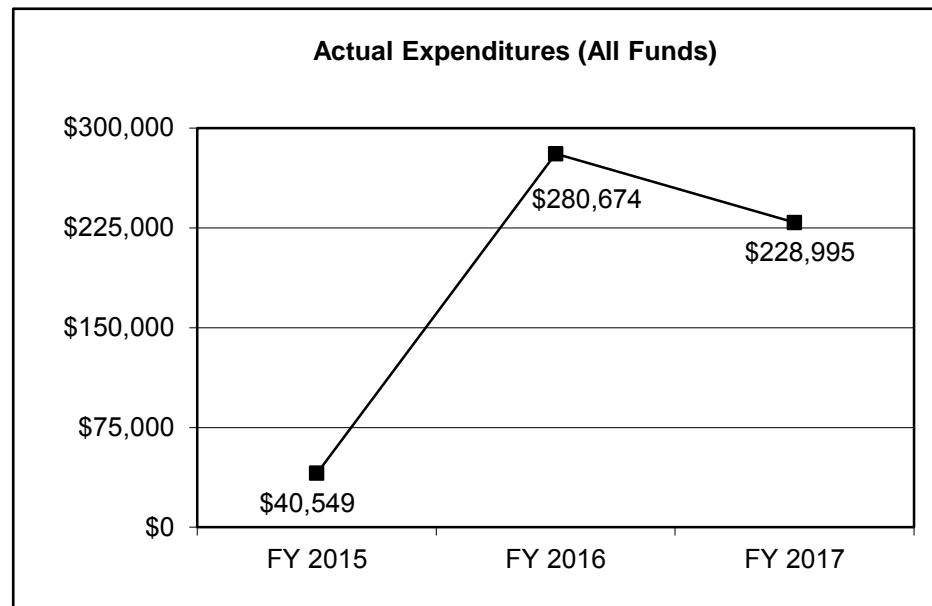
**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: State Safety Oversight**

**Budget Unit:** Multimodal Operations

**HB Section:** 04.485

**4. FINANCIAL HISTORY**

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$632,453                 | \$632,453                 | \$632,453                 | \$632,453                      |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$632,453                 | \$632,453                 | \$632,453                 | N/A                            |
| Actual Expenditures (All Funds) | \$40,549                  | \$280,674                 | \$228,995                 | N/A                            |
| Unexpended (All Funds)          | \$591,904                 | \$351,779                 | \$403,458                 | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$473,520                 | \$281,423                 | \$312,998                 | N/A                            |
| Other                           | \$118,384                 | \$70,356                  | \$90,460                  | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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STATE

STATE SAFETY OVERSIGHT

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal        | Other          | Total          | Explanation |
|------------------------------------|-----------------|-------------|----------|----------------|----------------|----------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |                |                |                |             |
|                                    | PD              | 0.00        | 0        | 505,962        | 126,491        | 632,453        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>505,962</b> | <b>126,491</b> | <b>632,453</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |                |                |                |             |
|                                    | PD              | 0.00        | 0        | 505,962        | 126,491        | 632,453        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>505,962</b> | <b>126,491</b> | <b>632,453</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |                |                |                |             |
|                                    | PD              | 0.00        | 0        | 505,962        | 126,491        | 632,453        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>505,962</b> | <b>126,491</b> | <b>632,453</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                   | FY 2017          | FY 2017     | FY 2018          | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|-------------------------------|------------------|-------------|------------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                 | ACTUAL           | ACTUAL      | BUDGET           | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class           | DOLLAR           | FTE         | DOLLAR           | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>STATE SAFETY OVERSIGHT</b> |                  |             |                  |             |                  |             |            |             |
| <b>CORE</b>                   |                  |             |                  |             |                  |             |            |             |
| PROGRAM DISTRIBUTIONS         | 228,995          | 0.00        | 632,453          | 0.00        | 632,453          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>             | <b>228,995</b>   | <b>0.00</b> | <b>632,453</b>   | <b>0.00</b> | <b>632,453</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>            | <b>\$228,995</b> | <b>0.00</b> | <b>\$632,453</b> | <b>0.00</b> | <b>\$632,453</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE               | \$0              | 0.00        | \$0              | 0.00        | \$0              | 0.00        |            | 0.00        |
| FEDERAL FUNDS                 | \$192,964        | 0.00        | \$505,962        | 0.00        | \$505,962        | 0.00        |            | 0.00        |
| OTHER FUNDS                   | \$36,031         | 0.00        | \$126,491        | 0.00        | \$126,491        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.485

Program Name: State Safety Oversight

Program is found in the following core budget(s): State Safety Oversight

## 1a. What strategic priority does this program address?

Keep customers and ourselves safe

## 1b. What does this program do?

This program establishes funding for the State Safety Oversight Program, which involves inspecting light rail transit systems. The federal transportation act, Fixing America's Surface Transportation (FAST), contained federal funding for this program. The program requires a 20 percent state match.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

49 U.S.C. 5329

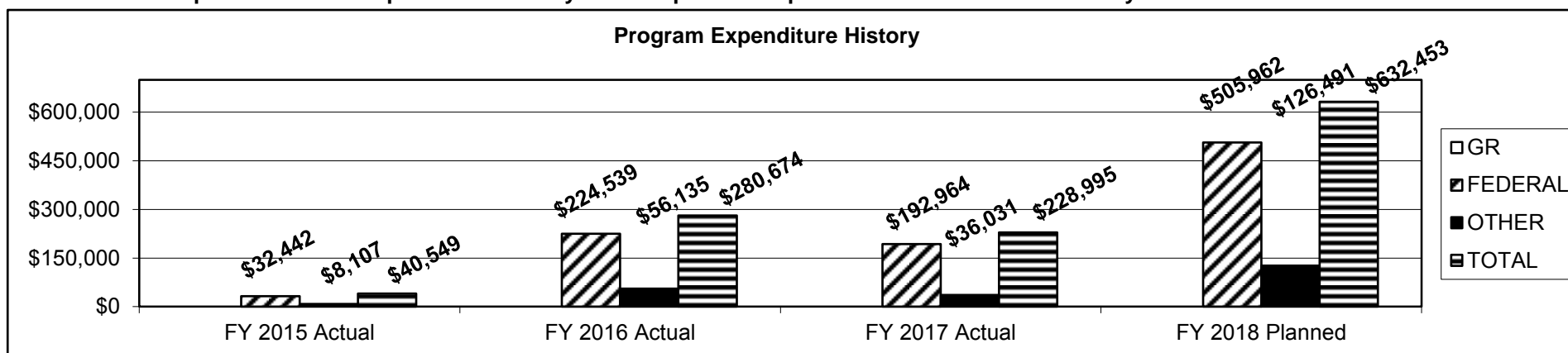
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

State Transportation Fund (0675)

## PROGRAM DESCRIPTION

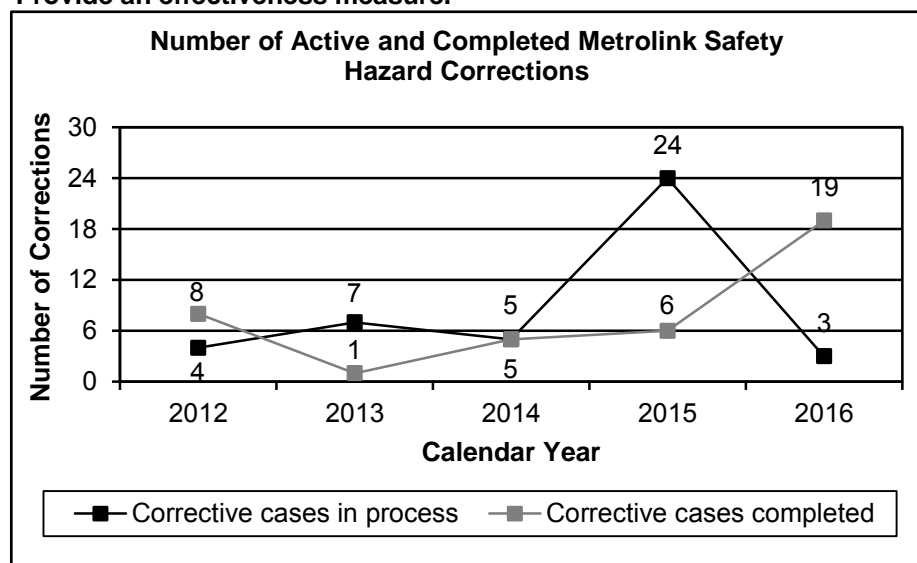
Department of Transportation

HB Section(s): 04.485

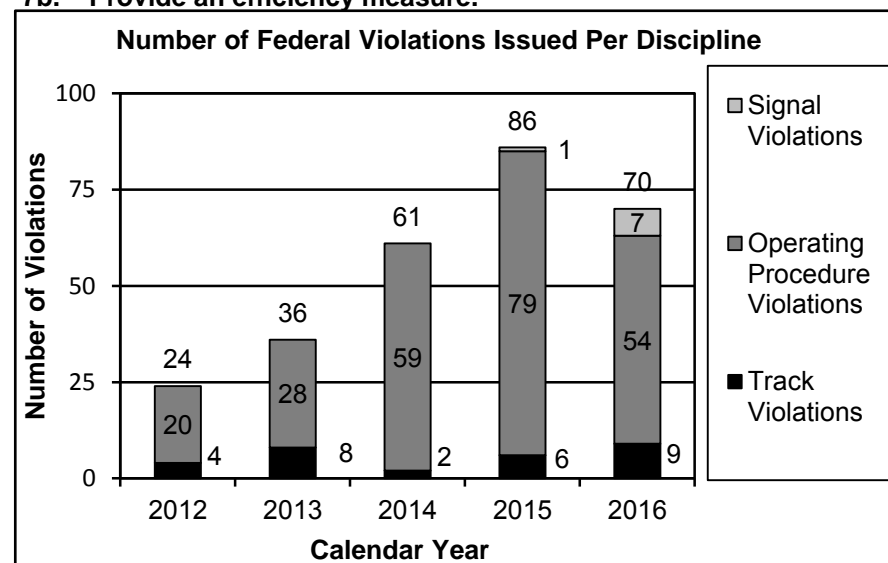
Program Name: State Safety Oversight

Program is found in the following core budget(s): State Safety Oversight

7a. Provide an effectiveness measure.



7b. Provide an efficiency measure.



7c. Provide the number of clients/individuals served, if applicable.

There are currently two operational systems in Missouri, the Metrolink in St. Louis and the Kansas City Streetcar.

7d. Provide a customer satisfaction measure, if available.

Work in Progress

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>             |                    |                |                |                |                 |                 |                |                |
|--------------------------------|--------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|
| <b>Decision Item</b>           | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b> | <b>FY 2018</b> | <b>FY 2019</b>  | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>   | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>  | <b>BUDGET</b>  | <b>DEPT REQ</b> | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                    | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>  | <b>FTE</b>     | <b>DOLLAR</b>   | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>IMPROVED PASSENGER RAIL</b> |                    |                |                |                |                 |                 |                |                |
| <b>CORE</b>                    |                    |                |                |                |                 |                 |                |                |
| PROGRAM-SPECIFIC               |                    |                |                |                |                 |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL  | 6,577,367          | 0.00           | 0              | 0.00           | 0               | 0.00            | 0              | 0.00           |
| TOTAL - PD                     | 6,577,367          | 0.00           | 0              | 0.00           | 0               | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                   | <b>6,577,367</b>   | <b>0.00</b>    | <b>0</b>       | <b>0.00</b>    | <b>0</b>        | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>             | <b>\$6,577,367</b> | <b>0.00</b>    | <b>\$0</b>     | <b>0.00</b>    | <b>\$0</b>      | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |



**DECISION ITEM DETAIL**

| Budget Unit                    | FY 2017            | FY 2017     | FY 2018    | FY 2018     | FY 2019    | FY 2019     | *****      | *****       |
|--------------------------------|--------------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| Decision Item                  | ACTUAL             | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ   | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class            | DOLLAR             | FTE         | DOLLAR     | FTE         | DOLLAR     | FTE         | COLUMN     | COLUMN      |
| <b>IMPROVED PASSENGER RAIL</b> |                    |             |            |             |            |             |            |             |
| <b>CORE</b>                    |                    |             |            |             |            |             |            |             |
| PROGRAM DISTRIBUTIONS          | 6,577,367          | 0.00        | 0          | 0.00        | 0          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>              | <b>6,577,367</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>             | <b>\$6,577,367</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                | \$0                | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                  | \$6,577,367        | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |
| OTHER FUNDS                    | \$0                | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                    |                    |                |                |                |                 |                 |                |                |
|---------------------------------------|--------------------|----------------|----------------|----------------|-----------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                  | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b> | <b>FY 2018</b> | <b>FY 2019</b>  | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>          | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>  | <b>BUDGET</b>  | <b>DEPT REQ</b> | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                           | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>  | <b>FTE</b>     | <b>DOLLAR</b>   | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>MULTIMDL FED RAIL PRG TRANSFER</b> |                    |                |                |                |                 |                 |                |                |
| <b>CORE</b>                           |                    |                |                |                |                 |                 |                |                |
| FUND TRANSFERS                        |                    |                |                |                |                 |                 |                |                |
| FEDERAL STIMULUS-MODOT                | 6,577,367          | 0.00           | 0              | 0.00           | 0               | 0.00            | 0              | 0.00           |
| TOTAL - TRF                           | 6,577,367          | 0.00           | 0              | 0.00           | 0               | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                          | <b>6,577,367</b>   | <b>0.00</b>    | <b>0</b>       | <b>0.00</b>    | <b>0</b>        | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                    | <b>\$6,577,367</b> | <b>0.00</b>    | <b>\$0</b>     | <b>0.00</b>    | <b>\$0</b>      | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

**DECISION ITEM DETAIL**

| Budget Unit                           | FY 2017            | FY 2017     | FY 2018    | FY 2018     | FY 2019    | FY 2019     | *****      | *****       |
|---------------------------------------|--------------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| Decision Item                         | ACTUAL             | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ   | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                   | DOLLAR             | FTE         | DOLLAR     | FTE         | DOLLAR     | FTE         | COLUMN     | COLUMN      |
| <b>MULTIMDL FED RAIL PRG TRANSFER</b> |                    |             |            |             |            |             |            |             |
| <b>CORE</b>                           |                    |             |            |             |            |             |            |             |
| TRANSFERS OUT                         | 6,577,367          | 0.00        | 0          | 0.00        | 0          | 0.00        | 0          | 0.00        |
| <b>TOTAL - TRF</b>                    | <b>6,577,367</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                    | <b>\$6,577,367</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                       | \$0                | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                         | \$6,577,367        | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |
| OTHER FUNDS                           | \$0                | 0.00        | \$0        | 0.00        | \$0        | 0.00        |            | 0.00        |

**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                          |                    |                |                    |                |                     |                 |                |                |
|---|--------------------|----------------|--------------------|----------------|---------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                        | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>      | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>                | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>     | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                                 | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>STATE MATCH FOR AMTRAK</b>               |                    |                |                    |                |                     |                 |                |                |
| <b>CORE</b>                                 |                    |                |                    |                |                     |                 |                |                |
| PROGRAM-SPECIFIC                            |                    |                |                    |                |                     |                 |                |                |
| GENERAL REVENUE                             | 9,100,000          | 0.00           | 9,100,000          | 0.00           | 9,100,000           | 0.00            | 0              | 0.00           |
| TOTAL - PD                                  | 9,100,000          | 0.00           | 9,100,000          | 0.00           | 9,100,000           | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                                | <b>9,100,000</b>   | <b>0.00</b>    | <b>9,100,000</b>   | <b>0.00</b>    | <b>9,100,000</b>    | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>Passenger Rail State Match - 1605010</b> |                    |                |                    |                |                     |                 |                |                |
| PROGRAM-SPECIFIC                            |                    |                |                    |                |                     |                 |                |                |
| GENERAL REVENUE                             | 0                  | 0.00           | 0                  | 0.00           | 6,410,000           | 0.00            | 0              | 0.00           |
| TOTAL - PD                                  | 0                  | 0.00           | 0                  | 0.00           | 6,410,000           | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                                | <b>0</b>           | <b>0.00</b>    | <b>0</b>           | <b>0.00</b>    | <b>6,410,000</b>    | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                          | <b>\$9,100,000</b> | <b>0.00</b>    | <b>\$9,100,000</b> | <b>0.00</b>    | <b>\$15,510,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: Passenger Rail State Match</b>  | <b>Budget Unit: <u>Multimodal Operations</u></b><br><b>HB Section: <u>04.490</u></b> |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|---|--|------------------------|-------------|--------------------|---|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-------------|-----|-----|-------------|--|-----|-----|-----|-----|-----|--|--------------|--------------------|------------|------------|--------------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|--|--|-----------------------------------|--|--|--|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|--------------|------------|------------|------------|------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|
| <b>1. CORE FINANCIAL SUMMARY</b>  |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Budget Request</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$9,100,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$9,100,000</td> <td></td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$9,100,000</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$9,100,000</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Budget Request |             |                    |   |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$9,100,000 | \$0 | \$0 | \$9,100,000 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$9,100,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$9,100,000</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Governor's Recommendation</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Governor's Recommendation |  |  |  |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$0 | \$0 | \$0 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  |
|   | FY 2019 Budget Request   |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR   | Federal                | Other       | Total              | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$9,100,000  | \$0                    | \$0         | \$9,100,000        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$9,100,000</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$9,100,000</b> |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | FY 2019 Governor's Recommendation  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR   | Federal                | Other       | Total              | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0  | \$0                    | \$0         | \$0                |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>2. CORE DESCRIPTION</b>  |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>This program provides state assistance from General Revenue (GR) for twice daily passenger rail service between St. Louis and Kansas City, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as Missouri continues to provide alternative transportation options to travelers. The Missouri River Runner ridership was nearly 171,000 in state fiscal year 2017.</p>   |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>The projected cost for fiscal year 2019 passenger rail service is \$15.51 million. This amount includes an increase of \$6.41 million, which is needed to cover \$5.06 million in estimated arrears as of the end of fiscal year 2018 and a \$1.35 million shortage between the estimated contract amount and the core appropriation request for fiscal year 2019. Intercity passenger rail service helps economic development of the communities and the state it serves.</p>   |  |                        |             |                    |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |             |     |     |             |  |     |     |     |     |     |  |              |                    |            |            |                    |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |

## CORE DECISION ITEM

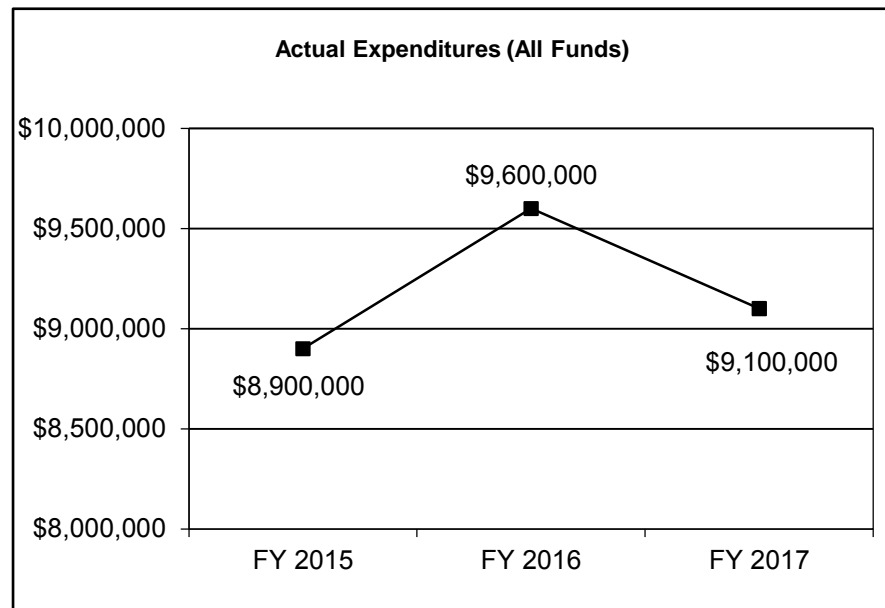
**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: Passenger Rail State Match**

**Budget Unit:** Multimodal Operations

**HB Section:** 04.490

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$8,900,000               | \$9,600,000               | \$9,600,000               | \$9,100,000                    |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | (\$500,000)               | N/A                            |
| Budget Authority (All Funds)    | \$8,900,000               | \$9,600,000               | \$9,100,000               | N/A                            |
| Actual Expenditures (All Funds) | \$8,900,000               | \$9,600,000               | \$9,100,000               | N/A                            |
| Unexpended (All Funds)          | \$0                       | \$0                       | \$0                       | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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STATE

STATE MATCH FOR AMTRAK

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR               | Federal  | Other    | Total            | Explanation |
|------------------------------------|-----------------|-------------|------------------|----------|----------|------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |                  |          |          |                  |             |
|                                    | PD              | 0.00        | 9,100,000        | 0        | 0        | 9,100,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>9,100,000</b> | <b>0</b> | <b>0</b> | <b>9,100,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |                  |          |          |                  |             |
|                                    | PD              | 0.00        | 9,100,000        | 0        | 0        | 9,100,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>9,100,000</b> | <b>0</b> | <b>0</b> | <b>9,100,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |                  |          |          |                  |             |
|                                    | PD              | 0.00        | 9,100,000        | 0        | 0        | 9,100,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>9,100,000</b> | <b>0</b> | <b>0</b> | <b>9,100,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                   | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|-------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                 | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class           | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>STATE MATCH FOR AMTRAK</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                   |                    |             |                    |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS         | 9,100,000          | 0.00        | 9,100,000          | 0.00        | 9,100,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>             | <b>9,100,000</b>   | <b>0.00</b> | <b>9,100,000</b>   | <b>0.00</b> | <b>9,100,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>            | <b>\$9,100,000</b> | <b>0.00</b> | <b>\$9,100,000</b> | <b>0.00</b> | <b>\$9,100,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE               | \$9,100,000        | 0.00        | \$9,100,000        | 0.00        | \$9,100,000        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                 | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                   | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |



## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.490

Program Name: Passenger Rail State Match

Program is found in the following core budget(s): Passenger Rail State Match

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

This program provides state assistance from General Revenue (GR) for twice daily passenger rail service between St. Louis and Kansas City, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as MoDOT continues to provide alternative transportation options to travelers. The Missouri River Runner ridership was nearly 171,000 in state fiscal year 2017.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 33.543, RSMo.

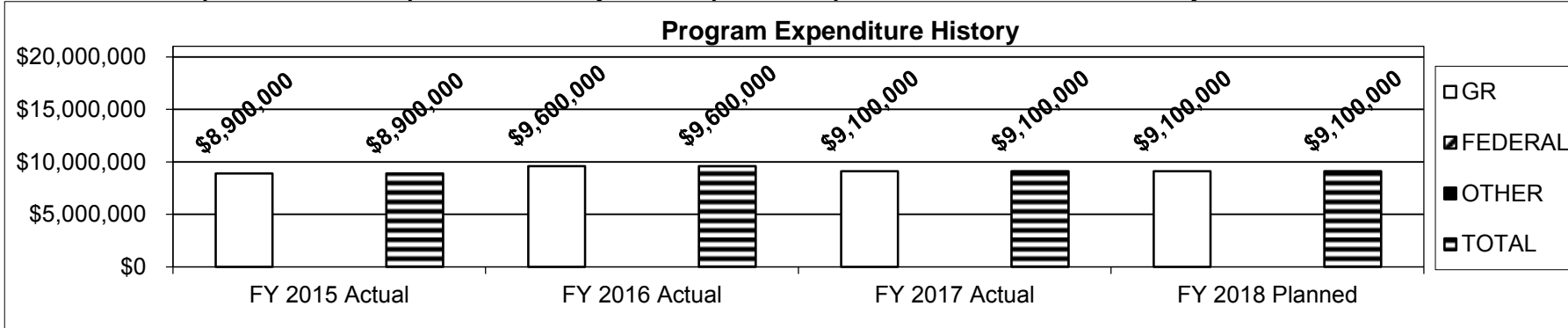
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

N/A

## PROGRAM DESCRIPTION

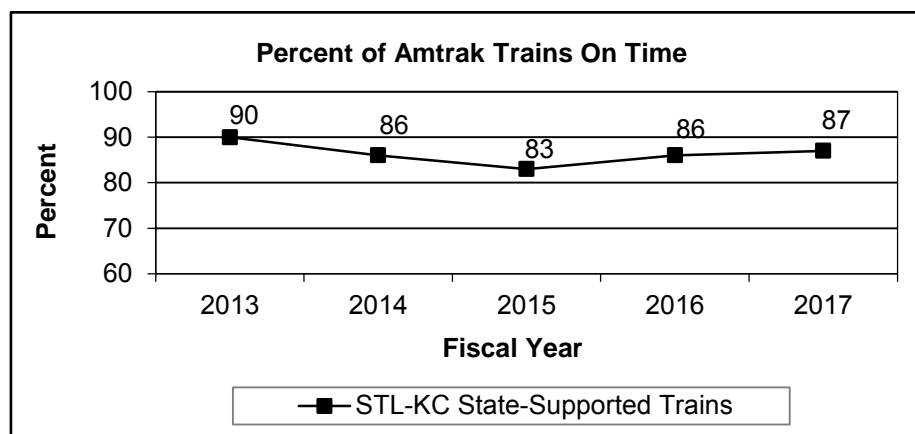
Department of Transportation

HB Section(s): 04.490

Program Name: Passenger Rail State Match

Program is found in the following core budget(s): Passenger Rail State Match

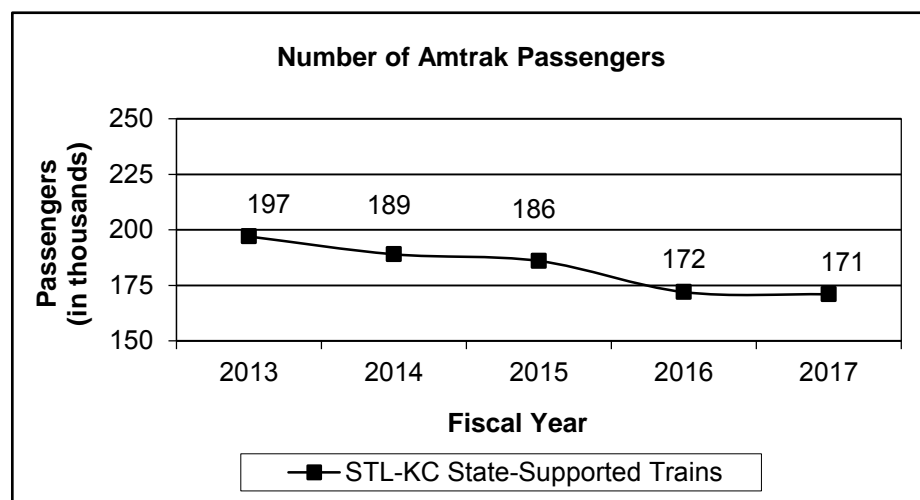
7a. Provide an effectiveness measure.



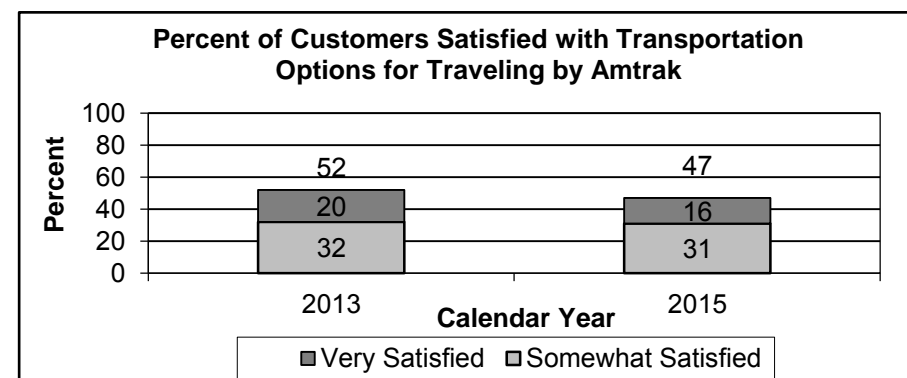
7b. Provide an efficiency measure.

| Amtrak Per Rider Subsidy from State Support |           |               |           |
|---|-----------|---------------|-----------|
| Fiscal Year                                 | Ridership | State Support | Per Rider |
| 2013  | 196,991   | 7,900,000     | \$40      |
| 2014  | 189,235   | 8,900,000     | \$47      |
| 2015  | 185,591   | 8,900,000     | \$48      |
| 2016  | 172,032   | 9,600,000     | \$56      |
| 2017  | 170,892   | 9,100,000     | \$53      |

7c. Provide the number of clients/individuals served, if applicable.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by Amtrak. No survey was conducted in calendar years 2014 and 2016.

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NEW DECISION ITEM  
RANK: 6 OF 12

|   |   |
|---|---|
| Department of Transportation              | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations           |   |
| DI Name: State Match for Amtrak Expansion | DI# 1605010                               |
|   | HB Section: <u>04.490</u>                 |

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |                    |            |            |                    |
|------------------------|--------------------|------------|------------|--------------------|
|                        | GR                 | Federal    | Other      | Total E            |
| PS                     | \$0                | \$0        | \$0        | \$0                |
| EE                     | \$0                | \$0        | \$0        | \$0                |
| PSD                    | \$6,410,000        | \$0        | \$0        | \$6,410,000        |
| TRF                    | \$0                | \$0        | \$0        | \$0                |
| <b>Total</b>           | <b>\$6,410,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$6,410,000</b> |
| <br>FTE                | <br>0.00           | <br>0.00   | <br>0.00   | <br>0.00           |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

Notes:

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
| <br>FTE                           | <br>0.00   | <br>0.00   | <br>0.00   | <br>0.00   |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

*Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.*

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

This program provides state assistance from General Revenue (GR) for twice daily passenger rail service between St. Louis and Kansas City, with stops in Kirkwood, Washington, Hermann, Jefferson City, Sedalia, Warrensburg, Lee's Summit and Independence. The continuation of passenger rail service is important as MoDOT continues to provide alternative transportation options to travelers. The Missouri River Runner ridership was nearly 171,000 in state fiscal year 2017. This request is needed to cover \$5.06 million in estimated arrears as of the end of fiscal year 2018 and a \$1.35 million shortage between the estimated contract amount and the core appropriation request for fiscal year 2019. Missouri has not been current with payments to Amtrak since 2009.

NEW DECISION ITEM  
RANK: 6 OF 12

|   |   |
|---|---|
| Department of Transportation              | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations           |   |
| DI Name: State Match for Amtrak Expansion | DI# 1605010                               |
|   | HB Section: <u>04.490</u>                 |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

This request is needed to cover \$5.06 million in estimated arrears as of the end of fiscal year 2018 and a \$1.35 million shortage between the estimated contract amount and the core appropriation request.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| Total PS                      | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| Total EE                      | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Program Distributions (800)   | \$6,410,000               |                       |                            |                        |                              |                          | \$6,410,000                  |                          |                                 |   |
| Total PSD                     | \$6,410,000               |                       | \$0                        |                        | \$0                          |                          | \$6,410,000                  |                          | \$0                             |   |
| Total TRF                     | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Grand Total                   | \$6,410,000               | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$6,410,000                  | 0.0                      | \$0                             |   |

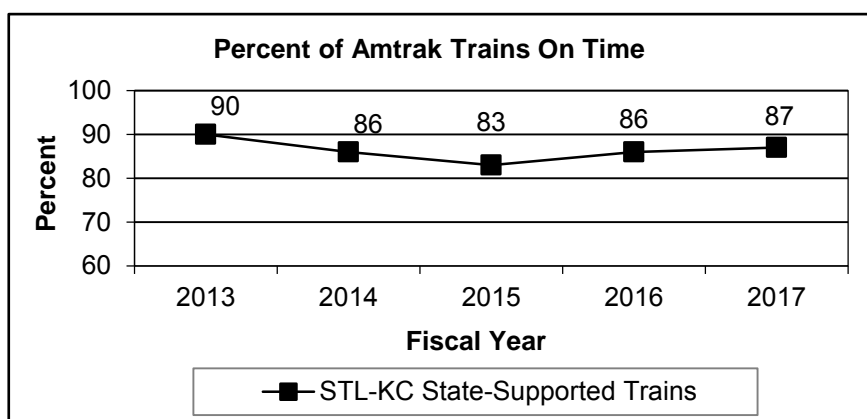
NEW DECISION ITEM  
RANK: 6 OF 12

Department of Transportation  
Division: Multimodal Operations  
DI Name: State Match for Amtrak Expansion DI# 1605010

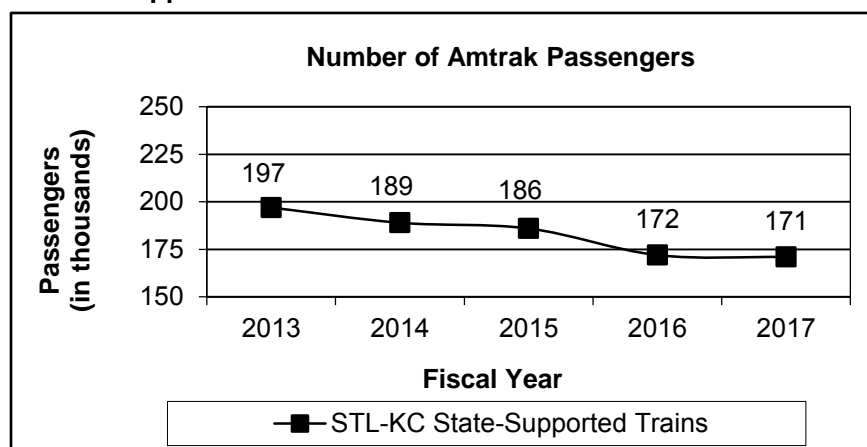
Budget Unit: Multimodal Operations  
HB Section: 04.490

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

**6a. Provide an effectiveness measure.**



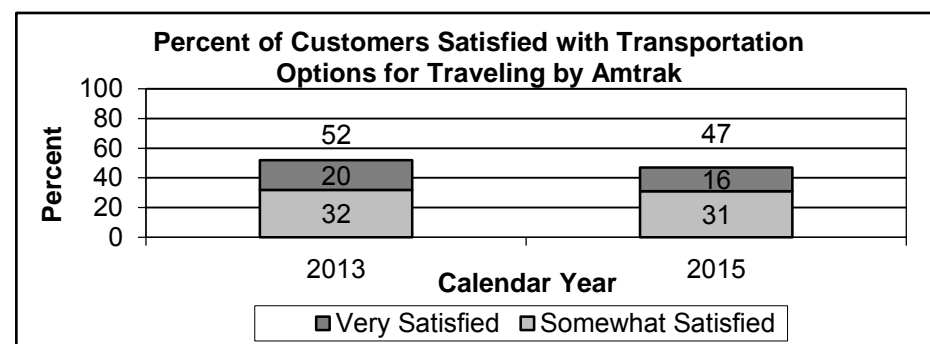
**6c. Provide the number of clients/individuals served, if applicable.**



**6b. Provide an efficiency measure.**

| Amtrak Per Rider Subsidy from State Support |           |               |           |
|---|-----------|---------------|-----------|
| Fiscal Year                                 | Ridership | State Support | Per Rider |
| 2013  | 196,991   | \$7,900,000   | \$40      |
| 2014  | 189,235   | \$8,900,000   | \$47      |
| 2015  | 185,591   | \$8,900,000   | \$48      |
| 2016  | 172,032   | \$9,600,000   | \$56      |
| 2017  | 170,892   | \$9,100,000   | \$53      |

**6d. Provide a customer satisfaction measure, if available.**



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by Amtrak. No survey was conducted in calendar years 2014 and 2016.

RANK:                      **NEW DECISION ITEM**  
                                    6                      OF                      12

|  |                    |              |                              |
|--|--------------------|--------------|------------------------------|
| <u>Department of Transportation</u>              |                    | Budget Unit: | <u>Multimodal Operations</u> |
| <u>Division: Multimodal Operations</u>           |                    |              |                              |
| <u>DI Name: State Match for Amtrak Expansion</u> | <u>DI# 1605010</u> | HB Section:  | <u>04.490</u>                |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Fulfill our contractual obligations to Amtrak in order to provide the passenger rail service to Missouri citizens.

**DECISION ITEM DETAIL**

| Budget Unit                                 | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|---|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                               | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                         | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>STATE MATCH FOR AMTRAK</b>               |            |             |            |             |                    |             |            |             |
| <b>Passenger Rail State Match - 1605010</b> |            |             |            |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS                       | 0          | 0.00        | 0          | 0.00        | 6,410,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                           | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>6,410,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                          | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$6,410,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                             | \$0        | 0.00        | \$0        | 0.00        | \$6,410,000        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                               | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                                 | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |



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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                      |                 |                |                 |                |                 |                 |                |                |
|---|-----------------|----------------|-----------------|----------------|-----------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                    | <b>FY 2017</b>  | <b>FY 2017</b> | <b>FY 2018</b>  | <b>FY 2018</b> | <b>FY 2019</b>  | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>            | <b>ACTUAL</b>   | <b>ACTUAL</b>  | <b>BUDGET</b>   | <b>BUDGET</b>  | <b>DEPT REQ</b> | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                             | <b>DOLLAR</b>   | <b>FTE</b>     | <b>DOLLAR</b>   | <b>FTE</b>     | <b>DOLLAR</b>   | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>AMTRAK ADVERTISING &amp; STATION</b> |                 |                |                 |                |                 |                 |                |                |
| <b>CORE</b>                             |                 |                |                 |                |                 |                 |                |                |
| EXPENSE & EQUIPMENT                     |                 |                |                 |                |                 |                 |                |                |
| STATE TRANSPORTATION FUND               | 25,000          | 0.00           | 25,000          | 0.00           | 25,000          | 0.00            | 0              | 0.00           |
| TOTAL - EE                              | 25,000          | 0.00           | 25,000          | 0.00           | 25,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                            | <b>25,000</b>   | <b>0.00</b>    | <b>25,000</b>   | <b>0.00</b>    | <b>25,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                      | <b>\$25,000</b> | <b>0.00</b>    | <b>\$25,000</b> | <b>0.00</b>    | <b>\$25,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>              | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>           |                     |                              |
| <b>Core: Passenger Rail Station Improvements</b> | <b>HB Section:</b>  | <b>04.495</b>                |

## 1. CORE FINANCIAL SUMMARY

| FY 2019 Budget Request  |      |         |          |          |   | FY 2019 Governor's Recommendation   |      |         |       |       |   |
|---|------|---------|----------|----------|---|---|------|---------|-------|-------|---|
|   | GR   | Federal | Other    | Total    | E |   | GR   | Federal | Other | Total | E |
| PS  | \$0  | \$0     | \$0      | \$0      |   | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE  | \$0  | \$0     | \$25,000 | \$25,000 |   | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD   | \$0  | \$0     | \$0      | \$0      |   | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF   | \$0  | \$0     | \$0      | \$0      |   | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total   | \$0  | \$0     | \$25,000 | \$25,000 |   | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE   | 0.00 | 0.00    | 0.00     | 0.00     |   | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4  | \$0  | \$0     | \$0      | \$0      |   | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5  | \$0  | \$0     | \$0      | \$0      |   | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |          |          |   | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |

Other Funds: State Transportation Fund (0675)

Other Funds:

Notes:

Notes:

## 2. CORE DESCRIPTION

This program is used to provide a small reimbursement to cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

## 3. PROGRAM LISTING (list programs included in this core funding)

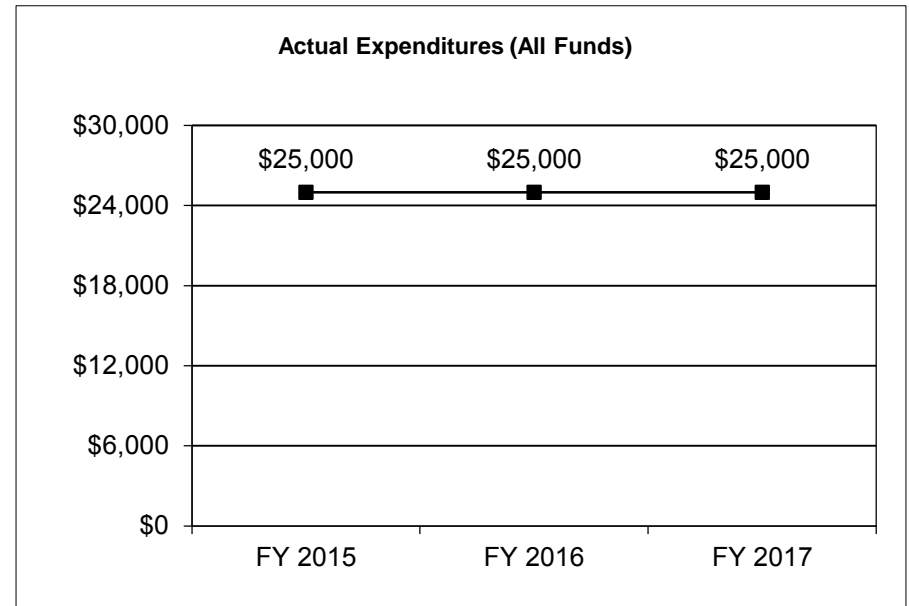
This program is used on all 13 passenger rail stations in Missouri. These stations are Arcadia, Kansas City, Independence, Lee's Summit, Warrensburg, Sedalia, La Plata, Jefferson City, Hermann, Washington, Poplar Bluff, Kirkwood and St. Louis. At the beginning of each fiscal year MoDOT initially offers an equal amount of funding for each community to request for these repairs and improvements. MoDOT reviews the appropriation authority balance semi-annually. If certain communities only use a portion of available funding or did not request funding at all, then other communities may request additional funds. Communities must submit project proposals to MoDOT for review and approval. Once a project is approved, the requesting entity must submit invoices and paid receipts for reimbursement as work is completed.

## CORE DECISION ITEM

|  |                     |                              |
|--|---------------------|------------------------------|
| <b>Department of Transportation</b>              | <b>Budget Unit:</b> | <b>Multimodal Operations</b> |
| <b>Division: Multimodal Operations</b>           |                     |                              |
| <b>Core: Passenger Rail Station Improvements</b> | <b>HB Section:</b>  | <b>04.495</b>                |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$25,000                  | \$25,000                  | \$25,000                  | \$25,000                       |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$25,000                  | \$25,000                  | \$25,000                  | N/A                            |
| Actual Expenditures (All Funds) | \$25,000                  | \$25,000                  | \$25,000                  | N/A                            |
| Unexpended (All Funds)          | \$0                       | \$0                       | \$0                       | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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STATE

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 AMTRAK ADVERTISING & STATION
 

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other         | Total         | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|---------------|---------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |               |               |             |
|                                    | EE              | 0.00        | 0        | 0        | 25,000        | 25,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>25,000</b> | <b>25,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |               |               |             |
|                                    | EE              | 0.00        | 0        | 0        | 25,000        | 25,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>25,000</b> | <b>25,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |               |               |             |
|                                    | EE              | 0.00        | 0        | 0        | 25,000        | 25,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>25,000</b> | <b>25,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                             | FY 2017         | FY 2017     | FY 2018         | FY 2018     | FY 2019         | FY 2019     | *****      | *****       |
|---|-----------------|-------------|-----------------|-------------|-----------------|-------------|------------|-------------|
| Decision Item                           | ACTUAL          | ACTUAL      | BUDGET          | BUDGET      | DEPT REQ        | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                     | DOLLAR          | FTE         | DOLLAR          | FTE         | DOLLAR          | FTE         | COLUMN     | COLUMN      |
| <b>AMTRAK ADVERTISING &amp; STATION</b> |                 |             |                 |             |                 |             |            |             |
| <b>CORE</b>                             |                 |             |                 |             |                 |             |            |             |
| SUPPLIES                                | 0               | 0.00        | 1,000           | 0.00        | 1,000           | 0.00        | 0          | 0.00        |
| PROPERTY & IMPROVEMENTS                 | 23,639          | 0.00        | 23,000          | 0.00        | 23,000          | 0.00        | 0          | 0.00        |
| MISCELLANEOUS EXPENSES                  | 1,361           | 0.00        | 1,000           | 0.00        | 1,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                       | <b>25,000</b>   | <b>0.00</b> | <b>25,000</b>   | <b>0.00</b> | <b>25,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                      | <b>\$25,000</b> | <b>0.00</b> | <b>\$25,000</b> | <b>0.00</b> | <b>\$25,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                  | <b>\$0</b>      | <b>0.00</b> | <b>\$0</b>      | <b>0.00</b> | <b>\$0</b>      | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                    | <b>\$0</b>      | <b>0.00</b> | <b>\$0</b>      | <b>0.00</b> | <b>\$0</b>      | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                      | <b>\$25,000</b> | <b>0.00</b> | <b>\$25,000</b> | <b>0.00</b> | <b>\$25,000</b> | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.495

Program Name: Passenger Rail Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

This program was established to reimburse cities, local community organizations and non-profit organizations which maintain passenger rail stations for the cost to perform maintenance, repairs, operational and safety improvements and other projects at Missouri passenger rail stations. Improving and rehabilitating passenger rail stations is important for passenger safety and convenience as well as promoting passenger rail service. Beyond the obvious need to help communities make normal infrastructure repairs to Amtrak stations, this program also aids communities in recovering costs for projects which enhance security, provide a clean environment and enhance the overall customer experience. Providing citizens with great customer service and welcoming and safe stations is critical in maintaining and increasing the number of passengers using the service.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and 226.225, RSMo.

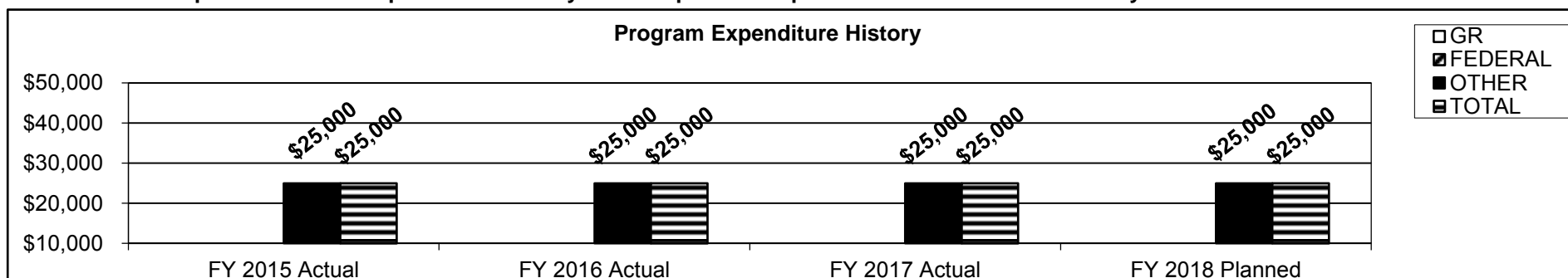
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

State Transportation Fund (0675)

## PROGRAM DESCRIPTION

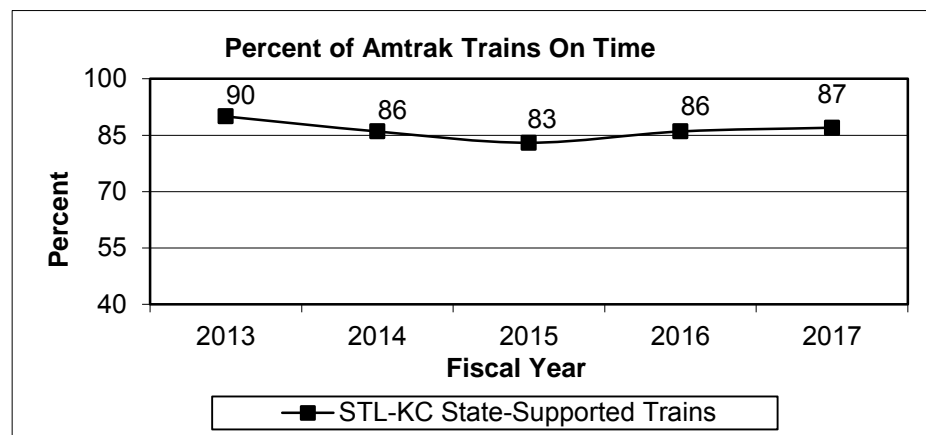
Department of Transportation

HB Section(s): 04.495

Program Name: Passenger Rail Station Improvements

Program is found in the following core budget(s): Passenger Rail Station Improvements

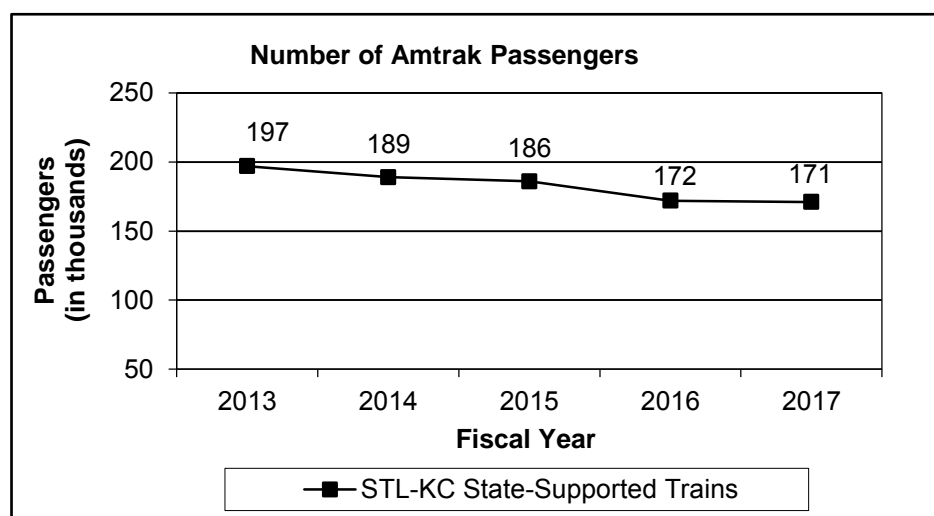
7a. Provide an effectiveness measure.



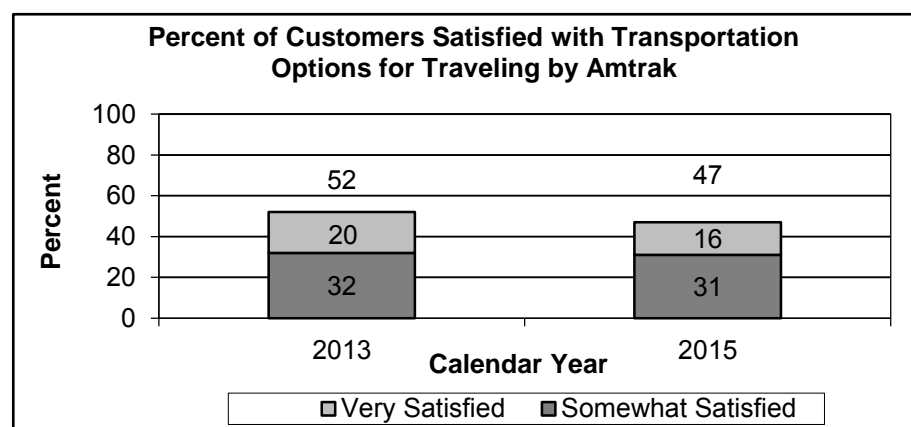
7b. Provide an efficiency measure.

| Amtrak Per Rider Subsidy from State Support |           |               |           |
|---|-----------|---------------|-----------|
| Fiscal Year                                 | Ridership | State Support | Per Rider |
| 2013  | 196,991   | 7,900,000     | \$40      |
| 2014  | 189,235   | 8,900,000     | \$47      |
| 2015  | 185,591   | 8,900,000     | \$48      |
| 2016  | 172,032   | 9,600,000     | \$56      |
| 2017  | 170,892   | 9,100,000     | \$53      |

7c. Provide the number of clients/individuals served, if applicable.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer No survey was conducted in calendar years 2014 and 2016.



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**DECISION ITEM SUMMARY**

| Budget Unit                      |                    |             |                    |             |                    |             |            |             |
|----------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                    | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
| Budget Object Summary            | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Fund                             | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>RR GRADE CROSSING HAZARDS</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                      |                    |             |                    |             |                    |             |            |             |
| EXPENSE & EQUIPMENT              |                    |             |                    |             |                    |             |            |             |
| GRADE CROSSING SAFETY ACCOUNT    | 25,263             | 0.00        | 40,000             | 0.00        | 40,000             | 0.00        | 0          | 0.00        |
| TOTAL - EE                       | 25,263             | 0.00        | 40,000             | 0.00        | 40,000             | 0.00        | 0          | 0.00        |
| PROGRAM-SPECIFIC                 |                    |             |                    |             |                    |             |            |             |
| GRADE CROSSING SAFETY ACCOUNT    | 1,383,748          | 0.00        | 2,960,000          | 0.00        | 2,960,000          | 0.00        | 0          | 0.00        |
| TOTAL - PD                       | 1,383,748          | 0.00        | 2,960,000          | 0.00        | 2,960,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                     | <b>1,409,011</b>   | <b>0.00</b> | <b>3,000,000</b>   | <b>0.00</b> | <b>3,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>               | <b>\$1,409,011</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

HB Section: 04.500

| FY 2019 Budget Request |            |                    |                    |
|------------------------|------------|--------------------|--------------------|
|                        | Federal    | Other              | Total              |
| GO                     | \$0        | \$0                | \$0                |
| GO                     | \$0        | \$40,000           | \$40,000           |
| GO                     | \$0        | \$2,960,000        | \$2,960,000        |
| GO                     | \$0        | \$0                | \$0                |
| <b>GO</b>              | <b>\$0</b> | <b>\$3,000,000</b> | <b>\$3,000,000</b> |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

Notes:

This appropriation is used to fund railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,800 public highway/railroad crossings exist in the state, including 1,539 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$300,000. The revenue generated from this fund is approximately \$1.2 million annually. The funding is used in conjunction with \$5.9 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.1 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens. Typically, MoDOT pursues at least two closures for every upgrade to lights and gates.

Annual funding allows for approximately 25 projects to be completed.

## CORE DECISION ITEM

**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: RR Grade Crossing Hazards**

**Budget Unit: Multimodal Operations**

**HB Section: 04.500**

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$4,000,000       | \$4,000,000       | \$4,350,000       | \$3,000,000            |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)*    | \$0               | \$0               | (\$350,000)       | N/A                    |
| Budget Authority (All Funds)    | \$4,000,000       | \$4,000,000       | \$4,000,000       | N/A                    |
| Actual Expenditures (All Funds) | \$2,749,544       | \$2,776,700       | \$1,409,011       | N/A                    |
| Unexpended (All Funds)          | \$1,250,456       | \$1,223,300       | \$2,590,989       | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$0               | \$0               | \$0               | N/A                    |
| Other                           | \$1,250,456       | \$1,223,300       | \$2,590,989       | N/A                    |
|                                 | (1)               | (1)               | (1), (2)          |                        |

\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

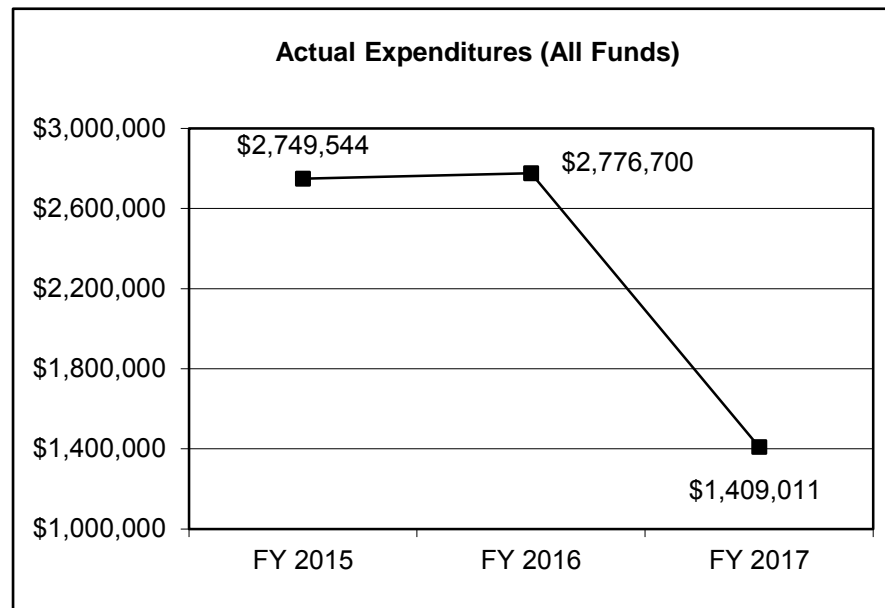
Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year projects may pay out in multiple fiscal years.

(2) General Revenue funds were restricted in fiscal year 2017 for a grade crossing project in Greene County.

(3) In addition to actual expenditures in fiscal year 2017, the unexpended balance of the appropriation includes \$433,900 of committed budget authority in the form of purchase orders for projects that started in fiscal year 2017, but would not pay out until fiscal year 2018.



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**CORE RECONCILIATION DETAIL**


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STATE

RR GRADE CROSSING HAZARDS

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other            | Total            | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|------------------|------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |                  |                  |             |
|                                    | EE              | 0.00        | 0        | 0        | 40,000           | 40,000           |             |
|                                    | PD              | 0.00        | 0        | 0        | 2,960,000        | 2,960,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>3,000,000</b> | <b>3,000,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |                  |                  |             |
|                                    | EE              | 0.00        | 0        | 0        | 40,000           | 40,000           |             |
|                                    | PD              | 0.00        | 0        | 0        | 2,960,000        | 2,960,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>3,000,000</b> | <b>3,000,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |                  |                  |             |
|                                    | EE              | 0.00        | 0        | 0        | 40,000           | 40,000           |             |
|                                    | PD              | 0.00        | 0        | 0        | 2,960,000        | 2,960,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>3,000,000</b> | <b>3,000,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                      | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|----------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                    | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class              | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>RR GRADE CROSSING HAZARDS</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                      |                    |             |                    |             |                    |             |            |             |
| PROFESSIONAL SERVICES            | 0                  | 0.00        | 25,000             | 0.00        | 25,000             | 0.00        | 0          | 0.00        |
| PROPERTY & IMPROVEMENTS          | 25,263             | 0.00        | 15,000             | 0.00        | 15,000             | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                | <b>25,263</b>      | <b>0.00</b> | <b>40,000</b>      | <b>0.00</b> | <b>40,000</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS            | 1,383,748          | 0.00        | 2,960,000          | 0.00        | 2,960,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                | <b>1,383,748</b>   | <b>0.00</b> | <b>2,960,000</b>   | <b>0.00</b> | <b>2,960,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>               | <b>\$1,409,011</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>           | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>             | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>               | <b>\$1,409,011</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> | <b>\$3,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.500

Program Name: RR Grade Crossing Hazards

Program is found in the following core budget(s): RR Grade Crossing Hazards

## 1a. What strategic priority does this program address?

Keep customers and ourselves safe

## 1b. What does this program do?

This program funds railroad grade crossing improvement projects that improve rail safety in Missouri. In accordance with Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo, the owner of a motor vehicle pays a fee of 25 cents when the person registers or renews the registration of a motor vehicle. These funds are deposited into the Grade Crossing Safety Account. Over 3,800 public highway/railroad crossings exist in the state, including 1,539 passive crossings. The cost to provide new lights and gates at any single crossing is approximately \$300,000. The revenue generated from this fund is approximately \$1.2 million annually. The funding is used in conjunction with \$5.9 million of federal highway funds available annually for highway and rail crossing safety projects. The total amount of state and federal funding is approximately \$7.1 million annually. MoDOT works with local communities to determine priorities and obtain as many crossing consolidations as possible. Crossing consolidations are important because closed crossings are the safest for Missouri citizens. Typically, MoDOT pursues at least two closures for every upgrade to lights and gates.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and Chapter 389, RSMo.

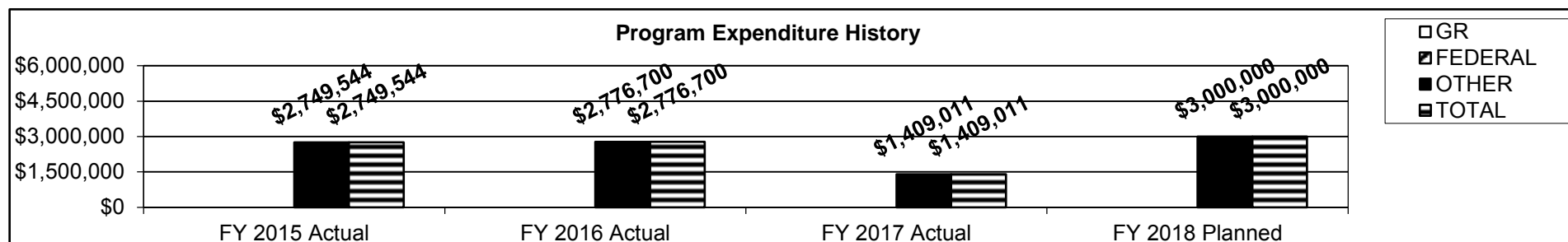
## 3. Are there federal matching requirements? If yes, please explain.

Yes, Section 130 funds administered by the Federal Highway Administration requires a minimum 10 percent non-federal match.

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other" funds?

Grade Crossing Safety Account (0290)

## PROGRAM DESCRIPTION

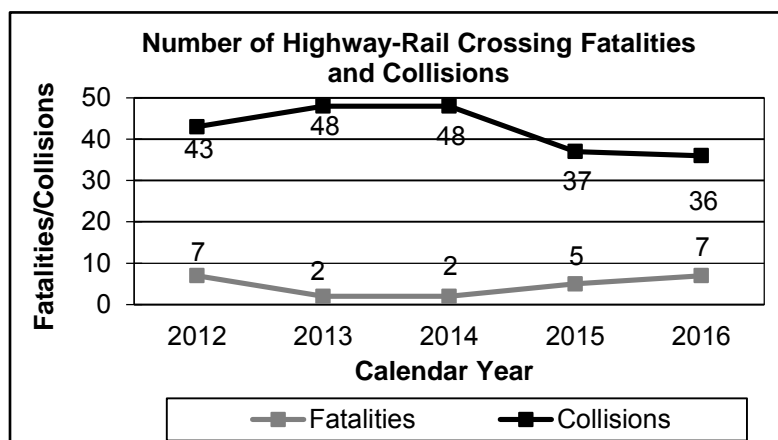
Department of Transportation

HB Section(s): 04.500

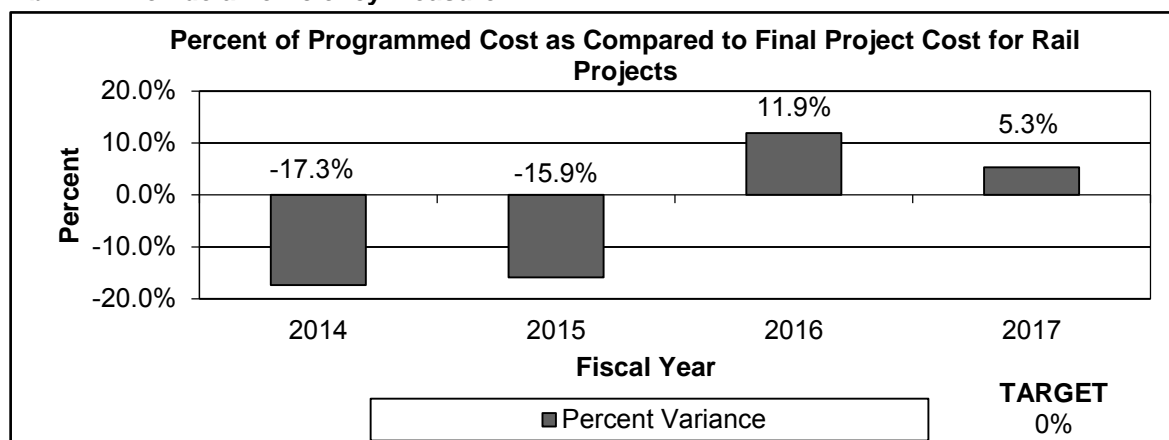
Program Name: RR Grade Crossing Hazards

Program is found in the following core budget(s): RR Grade Crossing Hazards

7a. Provide an effectiveness measure.



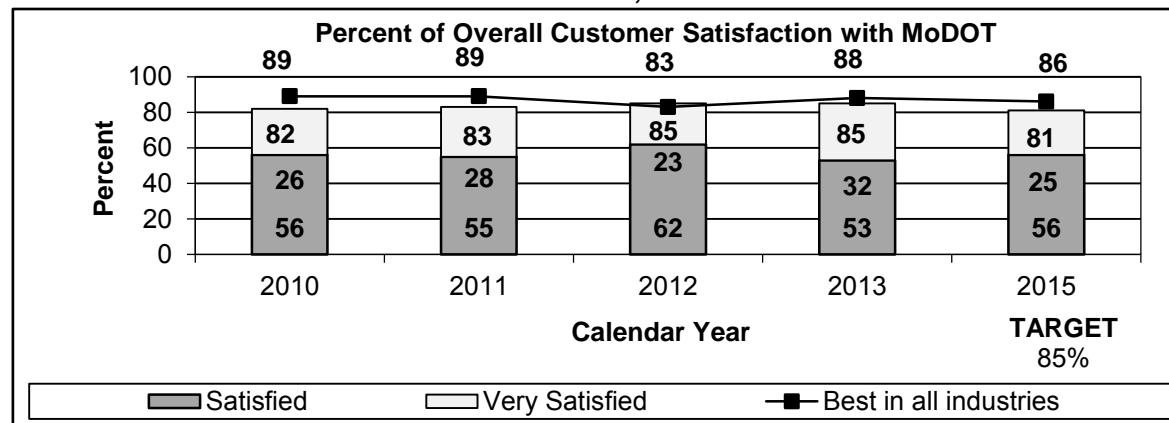
7b. Provide an efficiency measure.



7c. Provide the number of clients/individuals served, if applicable.

For fiscal year 2017, the number of licensed drivers in Missouri was 4,213,302.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's overall satisfaction with MoDOT's performance. Best in all industries includes Lincoln Mercury in 2010 and 2011, Apple, Inc. in 2012, Mercedes Benz in 2013 and Chic-fil-A in 2015. The target was established by projecting a 10 percent improvement over a five year average. No survey was conducted in calendar years 2014 and 2016.



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**DECISION ITEM SUMMARY**

| Budget Unit                                |                    |             |                     |             |                     |             |            |             |
|--|--------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                              | FY 2017            | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary                      | ACTUAL             | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                                       | DOLLAR             | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>AIRPORT CAPITAL IMPR &amp; MAINT</b>    |                    |             |                     |             |                     |             |            |             |
| <b>CORE</b>                                |                    |             |                     |             |                     |             |            |             |
| EXPENSE & EQUIPMENT                        |                    |             |                     |             |                     |             |            |             |
| AVIATION TRUST FUND                        | 70,453             | 0.00        | 276,000             | 0.00        | 276,000             | 0.00        | 0          | 0.00        |
| TOTAL - EE                                 | 70,453             | 0.00        | 276,000             | 0.00        | 276,000             | 0.00        | 0          | 0.00        |
| PROGRAM-SPECIFIC                           |                    |             |                     |             |                     |             |            |             |
| AVIATION TRUST FUND                        | 3,686,749          | 0.00        | 9,724,000           | 0.00        | 9,724,000           | 0.00        | 0          | 0.00        |
| TOTAL - PD                                 | 3,686,749          | 0.00        | 9,724,000           | 0.00        | 9,724,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                               | <b>3,757,202</b>   | <b>0.00</b> | <b>10,000,000</b>   | <b>0.00</b> | <b>10,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>Columbia Regional Airport - 1605015</b> |                    |             |                     |             |                     |             |            |             |
| PROGRAM-SPECIFIC                           |                    |             |                     |             |                     |             |            |             |
| GENERAL REVENUE                            | 0                  | 0.00        | 0                   | 0.00        | 2,500,000           | 0.00        | 0          | 0.00        |
| TOTAL - PD                                 | 0                  | 0.00        | 0                   | 0.00        | 2,500,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                               | <b>0</b>           | <b>0.00</b> | <b>0</b>            | <b>0.00</b> | <b>2,500,000</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                         | <b>\$3,757,202</b> | <b>0.00</b> | <b>\$10,000,000</b> | <b>0.00</b> | <b>\$12,500,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: Airport CI &amp; Maintenance</b>   | <b>Budget Unit: <u>Multimodal Operations</u></b><br><b>HB Section: <u>04.505</u></b> |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
|--|--|------------------------|---------------------|---------------------|--|--|----|---------|-------|-------|----|-----|-----|-----|-----|----|-----|-----|-----------|-----------|-----|-----|-----|-------------|-------------|-----|-----|-----|-----|-----|--------------|------------|------------|---------------------|---------------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|---|--|-----------------------------------|--|--|--|--|----|---------|-------|-------|----|-----|-----|-----|-----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--------------|------------|------------|------------|------------|------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|
| <b>1. CORE FINANCIAL SUMMARY</b>   |  |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Budget Request</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$276,000</td> <td style="text-align: right;">\$276,000</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$9,724,000</td> <td style="text-align: right;">\$9,724,000</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$10,000,000</b></td> <td style="text-align: right;"><b>\$10,000,000</b></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:    Aviation Trust Fund (0952)</p> <p>Notes:</p> |  | FY 2019 Budget Request |                     |                     |  |  | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$276,000 | \$276,000 | PSD | \$0 | \$0 | \$9,724,000 | \$9,724,000 | TRF | \$0 | \$0 | \$0 | \$0 | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$10,000,000</b> | <b>\$10,000,000</b> | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Governor's Recommendation</th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Governor's Recommendation |  |  |  |  | GR | Federal | Other | Total | PS | \$0 | \$0 | \$0 | \$0 | EE | \$0 | \$0 | \$0 | \$0 | PSD | \$0 | \$0 | \$0 | \$0 | TRF | \$0 | \$0 | \$0 | \$0 | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |
|  | FY 2019 Budget Request   |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
|  | GR   | Federal                | Other               | Total               |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| PS   | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| EE   | \$0  | \$0                    | \$276,000           | \$276,000           |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| PSD  | \$0  | \$0                    | \$9,724,000         | \$9,724,000         |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| TRF  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>Total</b>   | <b>\$0</b>   | <b>\$0</b>             | <b>\$10,000,000</b> | <b>\$10,000,000</b> |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>FTE</b>   | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b>         | <b>0.00</b>         |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>HB 4</b>  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>HB 5</b>  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
|  | FY 2019 Governor's Recommendation  |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
|  | GR   | Federal                | Other               | Total               |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| PS   | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| EE   | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| PSD  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| TRF  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>Total</b>   | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>          | <b>\$0</b>          |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>FTE</b>   | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b>         | <b>0.00</b>         |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>HB 4</b>  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>HB 5</b>  | \$0  | \$0                    | \$0                 | \$0                 |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>2. CORE DESCRIPTION</b>   |  |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <p>This appropriation is to ensure that Missouri's airports meet acceptable safety and performance standards through adequate capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a nine-cent per gallon tax on aviation gasoline and a state sales tax collected on jet fuel. The ATF is used for planning, environmental, land acquisition, design and, ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements. MoDOT uses Federal Aviation Administration Order 5100.39A to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport.</p>   |  |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>  |  |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |
| <p>Missouri has 123 public use airports, 109 of which are eligible for ATF assistance. Any publicly owned public use airport would be eligible. Providing safe, adequately equipped, all-weather airports to the flying public in our communities is essential. Many of the existing runways, taxiways and aircraft parking aprons were designed and constructed 30 to 40 years ago. These runways, taxiways and parking aprons are now deteriorating and are inadequate by today's standards.</p>   |  |                        |                     |                     |  |  |    |         |       |       |    |     |     |     |     |    |     |     |           |           |     |     |     |             |             |     |     |     |     |     |              |            |            |                     |                     |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |   |  |                                   |  |  |  |  |    |         |       |       |    |     |     |     |     |    |     |     |     |     |     |     |     |     |     |     |     |     |     |     |              |            |            |            |            |            |             |             |             |             |             |     |     |     |     |             |     |     |     |     |

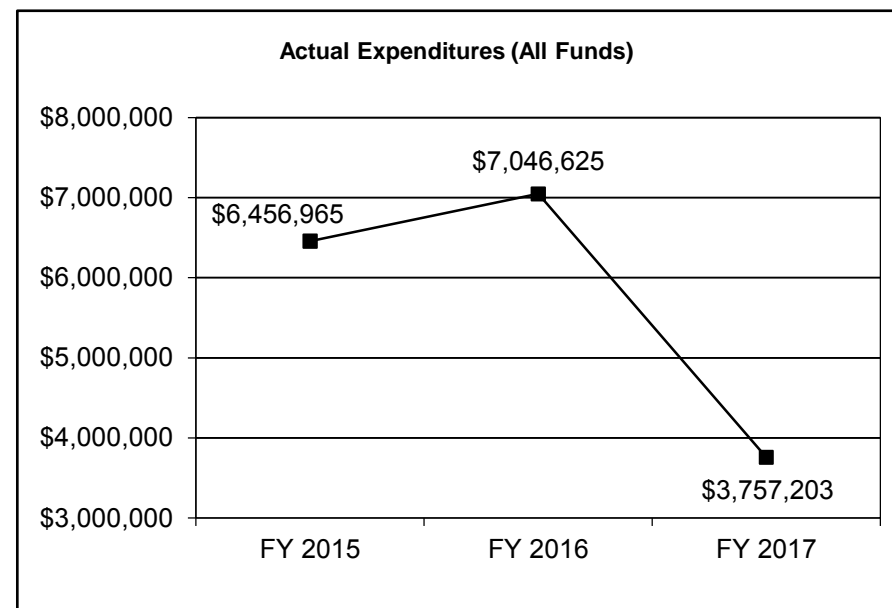
## CORE DECISION ITEM

|   |  |
|---|--|
| <b>Department of Transportation</b>       | <b>Budget Unit:</b> <u>Multimodal Operations</u> |
| <b>Division: Multimodal Operations</b>    |  |
| <b>Core: Airport CI &amp; Maintenance</b> | <b>HB Section:</b> <u>04.505</u>                 |

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$12,000,000              | \$12,000,000              | \$11,000,000              | \$10,000,000                   |
| Less Reverted (All Funds)       | (\$60,000)                | (\$60,000)                | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | (\$1,937,787)             | (\$1,062,213)             | (\$1,000,000)             | N/A                            |
| Budget Authority (All Funds)    | \$10,002,213              | \$10,877,787              | \$10,000,000              | N/A                            |
| Actual Expenditures (All Funds) | \$6,456,965               | \$7,046,625               | \$3,757,203               | N/A                            |
| Unexpended (All Funds)          | \$3,545,248               | \$3,831,162               | \$6,242,797               | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$3,545,248               | \$3,831,162               | \$6,242,797               | N/A                            |
|                                 | <b>(1), (2)</b>           | <b>(1), (2)</b>           | <b>(1), (3), (4)</b>      |                                |

\*Restricted amount is as of 9/20/17



Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year projects may pay out in multiple fiscal years.

(2) General Revenue for levee improvements at the Rosecrans Memorial Airport was restricted in fiscal years 2015 and 2016.

(3) General Revenue for a hangar project at the Joplin Airport was restricted in fiscal year 2017.

(4) In addition to actual expenditures in fiscal year 2017, the unexpended balance of the appropriation includes \$5.8 million of committed budget authority in the form of purchase orders for projects that started in fiscal year 2017, but would not pay out until fiscal year 2018.

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**CORE RECONCILIATION DETAIL**


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STATE

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 AIRPORT CAPITAL IMPR & MAINT
 

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other             | Total             | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|-------------------|-------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |                   |                   |             |
|                                    | EE              | 0.00        | 0        | 0        | 276,000           | 276,000           |             |
|                                    | PD              | 0.00        | 0        | 0        | 9,724,000         | 9,724,000         |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>10,000,000</b> | <b>10,000,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |                   |                   |             |
|                                    | EE              | 0.00        | 0        | 0        | 276,000           | 276,000           |             |
|                                    | PD              | 0.00        | 0        | 0        | 9,724,000         | 9,724,000         |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>10,000,000</b> | <b>10,000,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |                   |                   |             |
|                                    | EE              | 0.00        | 0        | 0        | 276,000           | 276,000           |             |
|                                    | PD              | 0.00        | 0        | 0        | 9,724,000         | 9,724,000         |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>10,000,000</b> | <b>10,000,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                             | FY 2017            | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|---|--------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                           | ACTUAL             | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                     | DOLLAR             | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>AIRPORT CAPITAL IMPR &amp; MAINT</b> |                    |             |                     |             |                     |             |            |             |
| <b>CORE</b>                             |                    |             |                     |             |                     |             |            |             |
| SUPPLIES                                | 10,555             | 0.00        | 85,000              | 0.00        | 85,000              | 0.00        | 0          | 0.00        |
| PROFESSIONAL DEVELOPMENT                | 11,790             | 0.00        | 23,000              | 0.00        | 23,000              | 0.00        | 0          | 0.00        |
| PROFESSIONAL SERVICES                   | 0                  | 0.00        | 33,000              | 0.00        | 33,000              | 0.00        | 0          | 0.00        |
| M&R SERVICES                            | 48,108             | 0.00        | 56,000              | 0.00        | 56,000              | 0.00        | 0          | 0.00        |
| OTHER EQUIPMENT                         | 0                  | 0.00        | 79,000              | 0.00        | 79,000              | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                       | <b>70,453</b>      | <b>0.00</b> | <b>276,000</b>      | <b>0.00</b> | <b>276,000</b>      | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS                   | 3,686,749          | 0.00        | 9,724,000           | 0.00        | 9,724,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                       | <b>3,686,749</b>   | <b>0.00</b> | <b>9,724,000</b>    | <b>0.00</b> | <b>9,724,000</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                      | <b>\$3,757,202</b> | <b>0.00</b> | <b>\$10,000,000</b> | <b>0.00</b> | <b>\$10,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>                  | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                    | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                      | <b>\$3,757,202</b> | <b>0.00</b> | <b>\$10,000,000</b> | <b>0.00</b> | <b>\$10,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.505

Program Name: Airport CI &amp; Maintenance

Program is found in the following core budget(s): Airport CI &amp; Maintenance

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

This program ensures that Missouri's airports meet acceptable safety and performance standards through adequate capital improvement and maintenance funding from the Aviation Trust Fund (ATF). State aviation funding sources are from user fees including a nine-cent per gallon tax on aviation gasoline and a state sales tax collected on jet fuel. The ATF is used for planning, environmental, land acquisition, design and, ultimately, project construction. Eligible projects include pavement maintenance, lighting, obstruction removal and other safety improvements. MoDOT uses Federal Aviation Administration Order 5100.39A to prioritize ATF projects. Project prioritization includes consideration of the number of based aircraft, activity levels and the type of project requested. MoDOT also considers other factors, such as the political subdivision's willingness and ability to complete the project, commitment of local matching funds and prior maintenance and support of the airport. The ATF grants require a 10 percent local match for most projects; however, projects including aviation safety workshops, promotion of aerospace education, air markers and windsocks and emergency projects designated by the Missouri Highways and Transportation Commission can be funded entirely with state funds.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution and 305.230, RSMo.

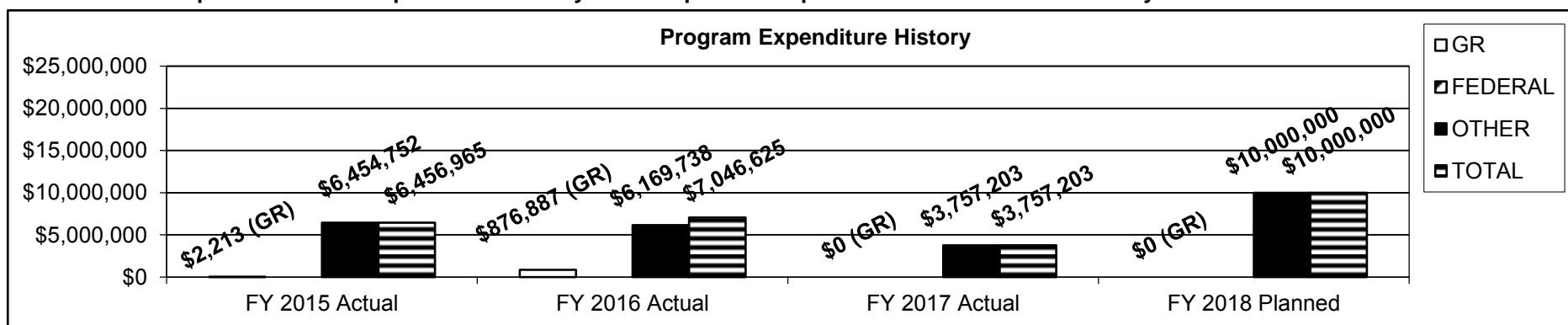
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

Aviation Trust Fund (0952)



## PROGRAM DESCRIPTION

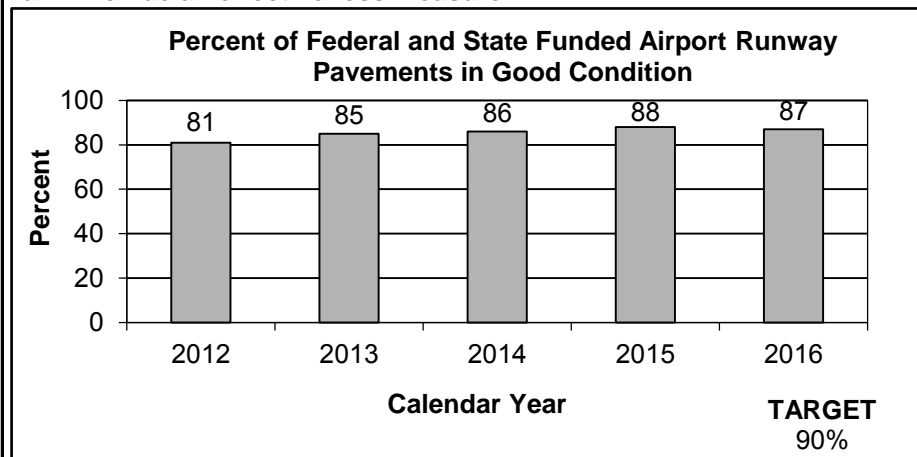
Department of Transportation

HB Section(s): 04.505

Program Name: Airport CI &amp; Maintenance

Program is found in the following core budget(s): Airport CI &amp; Maintenance

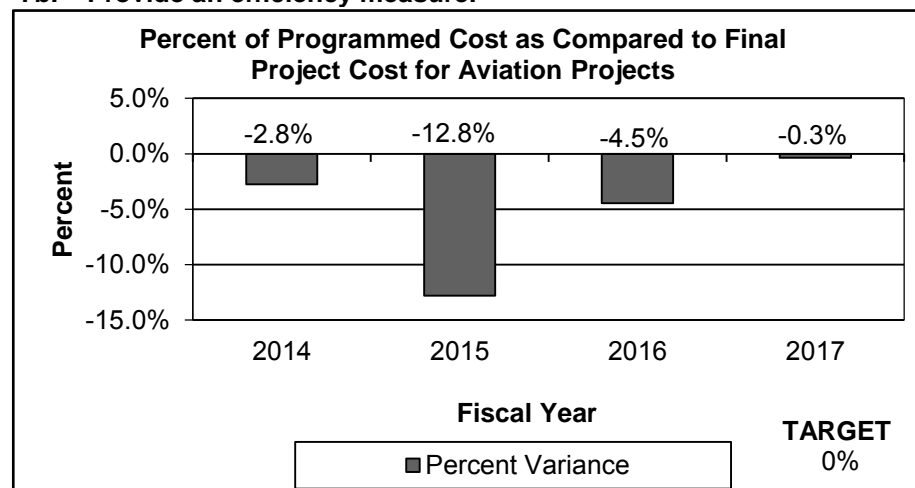
7a. Provide an effectiveness measure.



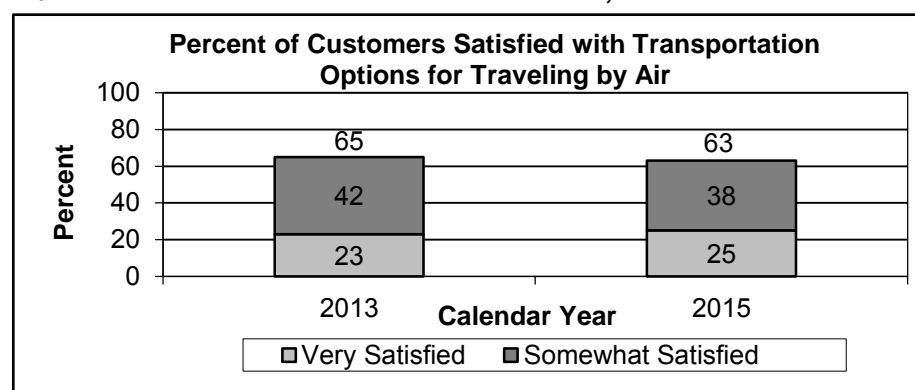
7c. Provide the number of clients/individuals served, if applicable.

109 Airports are currently eligible for capital improvements & maintenance through the Aviation Trust Fund.

7b. Provide an efficiency measure.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by air. No survey was conducted in calendar years 2014 and 2016.

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NEW DECISION ITEM  
RANK: 12 OF 12

Department of Transportation  
Division: Multimodal Operations  
DI Name: Columbia Regional CI Aviation Expansion DI# 1605015

Budget Unit: Multimodal Operations  
HB Section: 04.505

**1. AMOUNT OF REQUEST**

| FY 2019 Budget Request |                    |            |            |                    |
|------------------------|--------------------|------------|------------|--------------------|
|                        | GR                 | Federal    | Other      | Total E            |
| PS                     | \$0                | \$0        | \$0        | \$0                |
| EE                     | \$0                | \$0        | \$0        | \$0                |
| PSD                    | \$2,500,000        | \$0        | \$0        | \$2,500,000        |
| TRF                    | \$0                | \$0        | \$0        | \$0                |
| <b>Total</b>           | <b>\$2,500,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$2,500,000</b> |
|                        |                    |            |            |                    |
| FTE                    | 0.00               | 0.00       | 0.00       | 0.00               |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

*Note: Fringes budgeted in House Bill 5 except for certain fringes*

Other Funds:

Notes:

| FY 2019 Governor's Recommendation |            |            |            |            |
|-----------------------------------|------------|------------|------------|------------|
|                                   | GR         | Federal    | Other      | Total E    |
| PS                                | \$0        | \$0        | \$0        | \$0        |
| EE                                | \$0        | \$0        | \$0        | \$0        |
| PSD                               | \$0        | \$0        | \$0        | \$0        |
| TRF                               | \$0        | \$0        | \$0        | \$0        |
| <b>Total</b>                      | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |
|                                   |            |            |            |            |
| FTE                               | 0.00       | 0.00       | 0.00       | 0.00       |

|             |     |     |     |     |
|-------------|-----|-----|-----|-----|
| <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |
| <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |

*Note: Fringes budgeted in House Bill 5 except for certain fringes*

Other Funds:

Notes:

**2. THIS REQUEST CAN BE CATEGORIZED AS:**

|  |   |  |
|--|---|--|
| <input type="checkbox"/> New Legislation | <input type="checkbox"/> New Program                  | <input type="checkbox"/> Fund Switch           |
| <input type="checkbox"/> Federal Mandate | <input checked="" type="checkbox"/> Program Expansion | <input type="checkbox"/> Cost to Continue      |
| <input type="checkbox"/> GR Pick-Up      | <input type="checkbox"/> Space Request                | <input type="checkbox"/> Equipment Replacement |
| <input type="checkbox"/> Pay Plan        | <input type="checkbox"/> Other: _____                 |  |

**3. WHY IS THIS FUNDING NEEDED? PROVIDE AN EXPLANATION FOR ITEMS CHECKED IN #2. INCLUDE THE FEDERAL OR STATE STATUTORY OR CONSTITUTIONAL AUTHORIZATION FOR THIS PROGRAM.**

In fiscal year 2018, \$2.5 million of the Aviation Trust Fund appropriation was earmarked by the General Assembly for the construction of a new airport terminal at the Columbia Regional Airport. The Aviation Trust Fund cannot pay for this terminal project due to restrictions in state law.

NEW DECISION ITEM  
RANK: 12 OF 12

|  |   |
|--|---|
| Department of Transportation                                 | Budget Unit: <u>Multimodal Operations</u> |
| Division: Multimodal Operations                              |   |
| DI Name: Columbia Regional CI Aviation Expansion DI# 1605015 | HB Section: <u>04.505</u>                 |

**4. DESCRIBE THE DETAILED ASSUMPTIONS USED TO DERIVE THE SPECIFIC REQUESTED AMOUNT. (How did you determine that the requested number of FTE were appropriate? From what source or standard did you derive the requested levels of funding? Were alternatives such as outsourcing or automation considered? If based on new legislation, does request tie to TAFP fiscal note? If not, explain why. Detail which portions of the request are one-times and how those amounts were calculated.)**

We are requesting \$2.5 million to replace the amount earmarked by the General Assembly for this project from the Aviation Trust Fund. The terminal project will likely cost approximately \$40 million.

**5. BREAK DOWN THE REQUEST BY BUDGET OBJECT CLASS, JOB CLASS, AND FUND SOURCE. IDENTIFY ONE-TIME COSTS.**

| Budget Object Class/Job Class | Dept Req<br>GR<br>DOLLARS | Dept Req<br>GR<br>FTE | Dept Req<br>FED<br>DOLLARS | Dept Req<br>FED<br>FTE | Dept Req<br>OTHER<br>DOLLARS | Dept Req<br>OTHER<br>FTE | Dept Req<br>TOTAL<br>DOLLARS | Dept Req<br>TOTAL<br>FTE | Dept Req<br>One-Time<br>DOLLARS | E |
|-------------------------------|---------------------------|-----------------------|----------------------------|------------------------|------------------------------|--------------------------|------------------------------|--------------------------|---------------------------------|---|
| Total PS                      | \$0                       | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$0                          | 0.0                      | \$0                             |   |
| Total EE                      | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Program Distributions (800)   | \$2,500,000               |                       |                            |                        |                              |                          | \$2,500,000                  |                          |                                 |   |
| Total PSD                     | \$2,500,000               |                       | \$0                        |                        | \$0                          |                          | \$2,500,000                  |                          | \$0                             |   |
| Total TRF                     | \$0                       |                       | \$0                        |                        | \$0                          |                          | \$0                          |                          | \$0                             |   |
| Grand Total                   | \$2,500,000               | 0.0                   | \$0                        | 0.0                    | \$0                          | 0.0                      | \$2,500,000                  | 0.0                      | \$0                             |   |

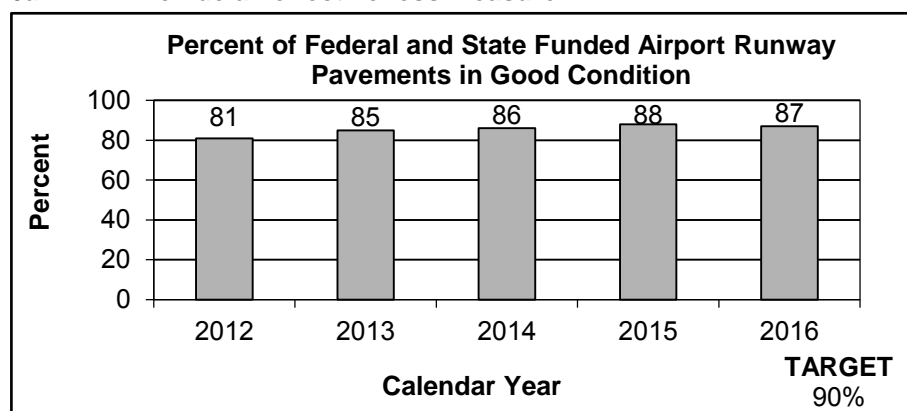
NEW DECISION ITEM  
RANK: 12 OF 12

Department of Transportation  
Division: Multimodal Operations  
DI Name: Columbia Regional CI Aviation Expansion DI# 1605015

Budget Unit: Multimodal Operations  
HB Section: 04.505

**6. PERFORMANCE MEASURES (If new decision item has an associated core, separately identify projected performance with & without additional funding.)**

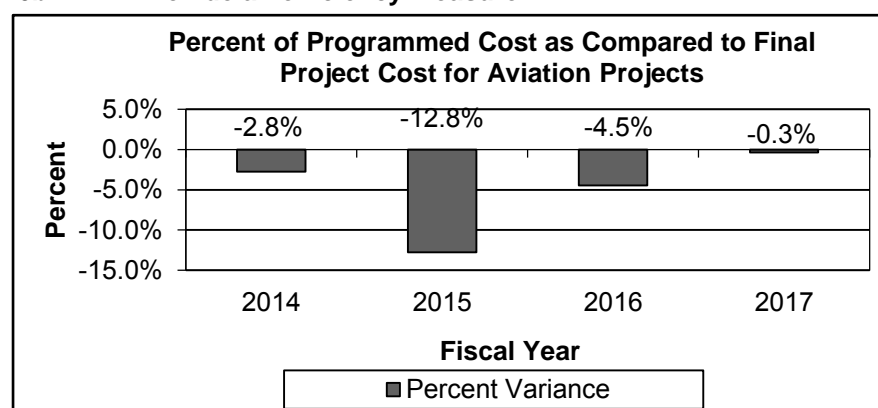
**6a. Provide an effectiveness measure.**



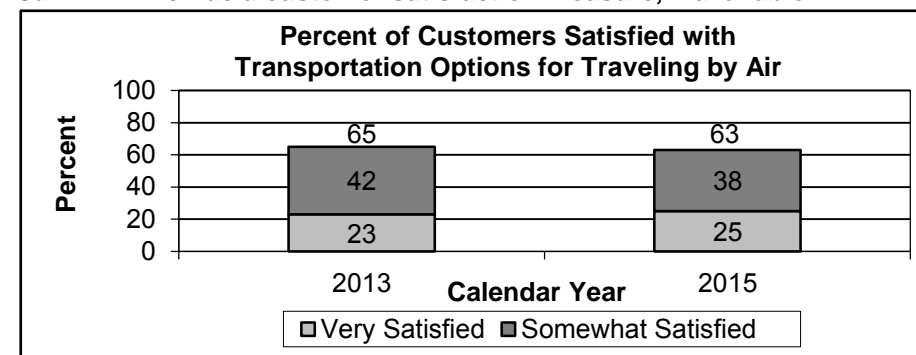
**6c. Provide the number of clients/individuals served, if applicable.**

There are currently 109 airports eligible for capital improvements & maintenance through the Aviation Trust Fund.

**6b. Provide an efficiency measure.**



**6d. Provide a customer satisfaction measure, if available.**



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by air.

RANK:                      **NEW DECISION ITEM**  
                                    12                      OF                      12

|   |   |
|---|---|
| <u>Department of Transportation</u>                                 | <u>Budget Unit: Multimodal Operations</u> |
| <u>Division: Multimodal Operations</u>                              |   |
| <u>DI Name: Columbia Regional CI Aviation Expansion DI# 1605015</u> | <u>HB Section: 04.505</u>                 |

**7. STRATEGIES TO ACHIEVE THE PERFORMANCE MEASUREMENT TARGETS:**

Provide sufficient resources for the construction of a new terminal at the Columbia Regional Airport to ensure the operation of a reliable and convenient transportation system.

**DECISION ITEM DETAIL**

| Budget Unit                                | FY 2017    | FY 2017     | FY 2018    | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|--|------------|-------------|------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                              | ACTUAL     | ACTUAL      | BUDGET     | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                        | DOLLAR     | FTE         | DOLLAR     | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>AIRPORT CAPITAL IMPR &amp; MAINT</b>    |            |             |            |             |                    |             |            |             |
| <b>Columbia Regional Airport - 1605015</b> |            |             |            |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS                      | 0          | 0.00        | 0          | 0.00        | 2,500,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                          | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>2,500,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                         | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$2,500,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                            | \$0        | 0.00        | \$0        | 0.00        | \$2,500,000        | 0.00        |            | 0.00        |
| FEDERAL FUNDS                              | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                                | \$0        | 0.00        | \$0        | 0.00        | \$0                | 0.00        |            | 0.00        |

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**DECISION ITEM SUMMARY**

| Budget Unit                        |                     |             |                     |             |                     |             |            |             |
|------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                      | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
| Budget Object Summary              | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Fund                               | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FEDERAL AVIATION ASSISTANCE</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                        |                     |             |                     |             |                     |             |            |             |
| EXPENSE & EQUIPMENT                |                     |             |                     |             |                     |             |            |             |
| MULTIMODAL OPERATIONS FEDERAL      | 0                   | 0.00        | 1,000,000           | 0.00        | 1,000,000           | 0.00        | 0          | 0.00        |
| TOTAL - EE                         | 0                   | 0.00        | 1,000,000           | 0.00        | 1,000,000           | 0.00        | 0          | 0.00        |
| PROGRAM-SPECIFIC                   |                     |             |                     |             |                     |             |            |             |
| MULTIMODAL OPERATIONS FEDERAL      | 29,961,182          | 0.00        | 34,000,000          | 0.00        | 34,000,000          | 0.00        | 0          | 0.00        |
| TOTAL - PD                         | 29,961,182          | 0.00        | 34,000,000          | 0.00        | 34,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL</b>                       | <b>29,961,182</b>   | <b>0.00</b> | <b>35,000,000</b>   | <b>0.00</b> | <b>35,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$29,961,182</b> | <b>0.00</b> | <b>\$35,000,000</b> | <b>0.00</b> | <b>\$35,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: FAA Block Grants</b>  | <b>Budget Unit: <u>Multimodal Operations</u></b><br><b>HB Section: <u>04.510</u></b> |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|---|--|------------------------|-------------|---------------------|---|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-------------|-----|-------------|--|-----|-----|--------------|-----|--------------|--|-----|-----|-----|-----|-----|--|--------------|------------|---------------------|------------|---------------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|--|--|-----------------------------------|--|--|--|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|--------------|------------|------------|------------|------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|
| <b>1. CORE FINANCIAL SUMMARY</b>  |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Budget Request</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$1,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$1,000,000</td> <td></td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$34,000,000</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$34,000,000</td> <td></td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$35,000,000</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$35,000,000</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Budget Request |             |                     |   |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$1,000,000 | \$0 | \$1,000,000 |  | PSD | \$0 | \$34,000,000 | \$0 | \$34,000,000 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$35,000,000</b> | <b>\$0</b> | <b>\$35,000,000</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Governor's Recommendation</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>EE</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td>TRF</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Governor's Recommendation |  |  |  |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$0 | \$0 | \$0 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  |
|   | FY 2019 Budget Request   |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR   | Federal                | Other       | Total               | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0  | \$1,000,000            | \$0         | \$1,000,000         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0  | \$34,000,000           | \$0         | \$34,000,000        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$35,000,000</b>    | <b>\$0</b>  | <b>\$35,000,000</b> |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | FY 2019 Governor's Recommendation  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR   | Federal                | Other       | Total               | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>          |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>2. CORE DESCRIPTION</b>  |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>This appropriation allows for expenditures of federal funds through the State Block Grant Program which is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP). Missouri is one of 10 states selected by the FAA to administer AIP funds to general aviation, reliever and small commercial service airports. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. This program allows for state prioritization of aviation projects within federal guidelines. The AIP funds are utilized for planning, environmental, land acquisition, design and ultimately project construction. Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal and other safety improvements. The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5100.39A to program state apportionment and discretionary funds. The project prioritization formula considers items such as the number of based aircraft, activity levels and the type of project requested. MoDOT serves as a pass-through agency for the non-primary entitlement program for eligible projects that meet all federal requirements.</p>   |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>Missouri has 123 public use airports, 76 of which are identified within the National Plan of Integrated Airport Systems (NPIAS). This plan establishes basic criteria for airports to be eligible for federal aviation funds. As a block grant state, Missouri receives three types of federal Airport Improvement Program funds for NPIAS airports: non-primary entitlement funds; state apportionment funds; and discretionary funds.</p>  |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |             |     |             |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |

## CORE DECISION ITEM

Department of Transportation  
 Division: Multimodal Operations  
 Core: FAA Block Grants

Budget Unit: Multimodal Operations

HB Section: 04.510

## 4. FINANCIAL HISTORY

|                                 | FY 2015<br>Actual | FY 2016<br>Actual | FY 2017<br>Actual | FY 2018<br>Current Yr. |
|---------------------------------|-------------------|-------------------|-------------------|------------------------|
| Appropriation (All Funds)       | \$35,000,000      | \$35,000,000      | \$35,000,000      | \$35,000,000           |
| Less Reverted (All Funds)       | \$0               | \$0               | \$0               | N/A                    |
| Less Restricted (All Funds)*    | \$0               | \$0               | \$0               | N/A                    |
| Budget Authority (All Funds)    | \$35,000,000      | \$35,000,000      | \$35,000,000      | N/A                    |
| Actual Expenditures (All Funds) | \$21,101,436      | \$27,969,134      | \$29,961,182      | N/A                    |
| Unexpended (All Funds)          | \$13,898,564      | \$7,030,866       | \$5,038,818       | N/A                    |
| Unexpended, by Fund:            |                   |                   |                   |                        |
| General Revenue                 | \$0               | \$0               | \$0               | N/A                    |
| Federal                         | \$13,898,564      | \$7,030,866       | \$5,038,818       | N/A                    |
| Other                           | \$0               | \$0               | \$0               | N/A                    |
|                                 | (1)               | (1)               | (1)               |                        |

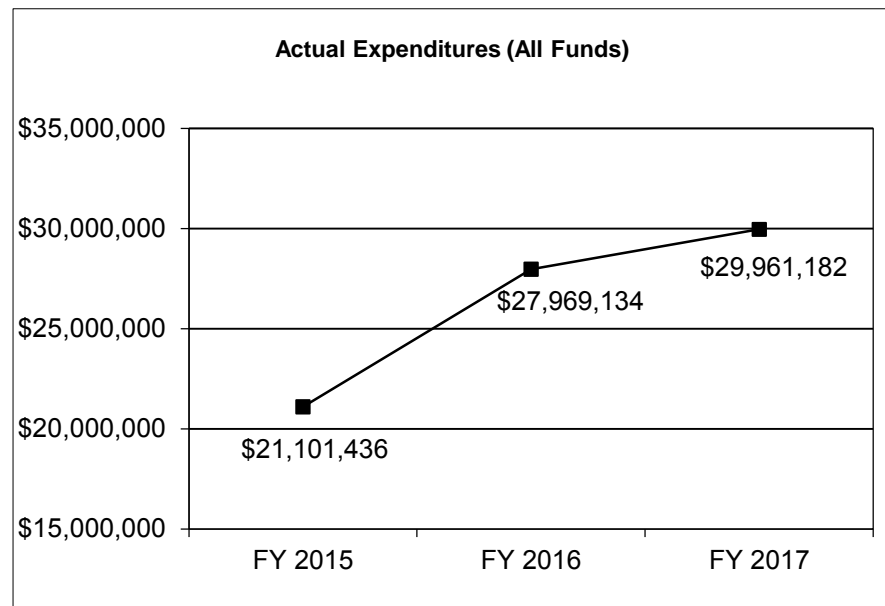
\*Restricted amount is as of 9/20/17

Reverted includes the statutory three-percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

(1) Multi-year grants carry forward to future years.



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**CORE RECONCILIATION DETAIL**


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STATE

FEDERAL AVIATION ASSISTANCE

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal           | Other    | Total             | Explanation |
|------------------------------------|-----------------|-------------|----------|-------------------|----------|-------------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |                   |          |                   |             |
|                                    | EE              | 0.00        | 0        | 1,000,000         | 0        | 1,000,000         |             |
|                                    | PD              | 0.00        | 0        | 34,000,000        | 0        | 34,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>35,000,000</b> | <b>0</b> | <b>35,000,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |                   |          |                   |             |
|                                    | EE              | 0.00        | 0        | 1,000,000         | 0        | 1,000,000         |             |
|                                    | PD              | 0.00        | 0        | 34,000,000        | 0        | 34,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>35,000,000</b> | <b>0</b> | <b>35,000,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |                   |          |                   |             |
|                                    | EE              | 0.00        | 0        | 1,000,000         | 0        | 1,000,000         |             |
|                                    | PD              | 0.00        | 0        | 34,000,000        | 0        | 34,000,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>35,000,000</b> | <b>0</b> | <b>35,000,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                        | FY 2017             | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|------------------------------------|---------------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                      | ACTUAL              | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                | DOLLAR              | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FEDERAL AVIATION ASSISTANCE</b> |                     |             |                     |             |                     |             |            |             |
| <b>CORE</b>                        |                     |             |                     |             |                     |             |            |             |
| OTHER EQUIPMENT                    | 0                   | 0.00        | 1,000,000           | 0.00        | 1,000,000           | 0.00        | 0          | 0.00        |
| <b>TOTAL - EE</b>                  | <b>0</b>            | <b>0.00</b> | <b>1,000,000</b>    | <b>0.00</b> | <b>1,000,000</b>    | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| PROGRAM DISTRIBUTIONS              | 29,961,182          | 0.00        | 34,000,000          | 0.00        | 34,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                  | <b>29,961,182</b>   | <b>0.00</b> | <b>34,000,000</b>   | <b>0.00</b> | <b>34,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                 | <b>\$29,961,182</b> | <b>0.00</b> | <b>\$35,000,000</b> | <b>0.00</b> | <b>\$35,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>             | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>               | <b>\$29,961,182</b> | <b>0.00</b> | <b>\$35,000,000</b> | <b>0.00</b> | <b>\$35,000,000</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                 | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> | <b>\$0</b>          | <b>0.00</b> |            | <b>0.00</b> |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.510

Program Name: FAA Block Grants

Program is found in the following core budget(s): FAA Block Grants

**1a. What strategic priority does this program address?**

Operate a reliable and convenient transportation system

**1b. What does this program do?**

This program is funded by the Federal Aviation Administration (FAA) as part of the Airport Improvement Program (AIP). Missouri is one of 10 states selected by the FAA to administer AIP funds to general aviation, reliever and small commercial service airports. Larger commercial service airports in Missouri continue to receive federal aviation funding directly from the FAA. This program allows for state prioritization of aviation projects within federal guidelines. The AIP funds are utilized for planning, environmental, land acquisition, design and ultimately project construction. Eligible projects include pavement maintenance, lighting, terminal buildings, hangars, fuel facilities, obstruction removal and other safety improvements. The FAA requires MoDOT to utilize the project prioritization formula in FAA Order 5100.39A to program state apportionment and discretionary funds. The project prioritization formula considers items such as the number of based aircraft, activity levels and the type of project requested. MoDOT serves as a pass-through agency for the non-primary entitlement program for eligible projects that meet all federal requirements.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

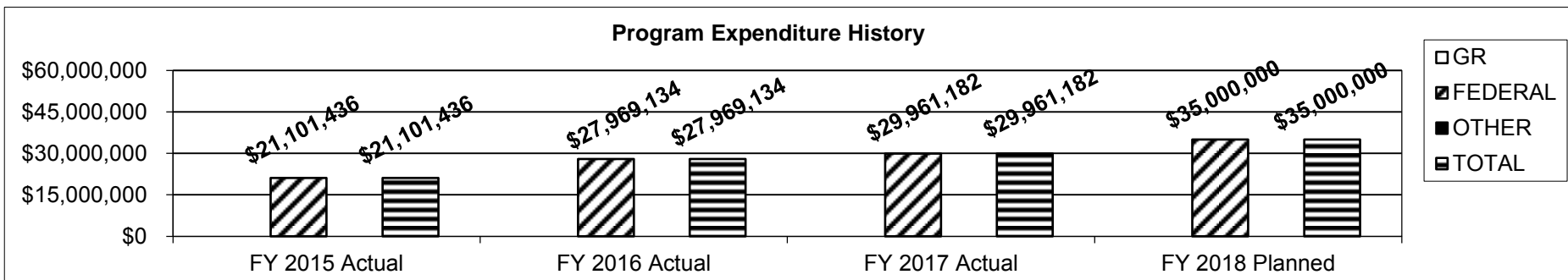
Title 49 USC, 33.546 and 305.237, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

Yes. Federal funding provides up to 90 percent of eligible project costs with the local sponsor providing at least a 10 percent match. The state can also provide up

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other " funds?**

N/A

## PROGRAM DESCRIPTION

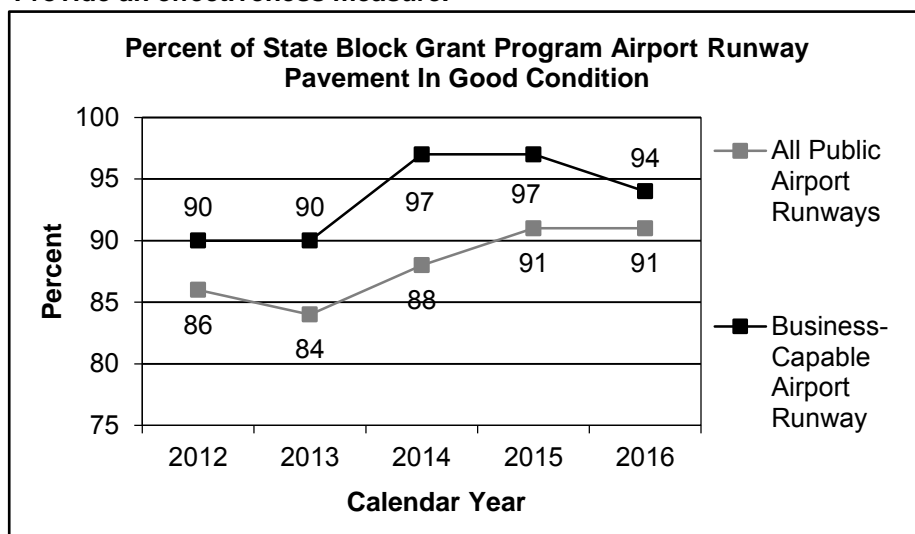
Department of Transportation

HB Section(s): 04.510

Program Name: FAA Block Grants

Program is found in the following core budget(s): FAA Block Grants

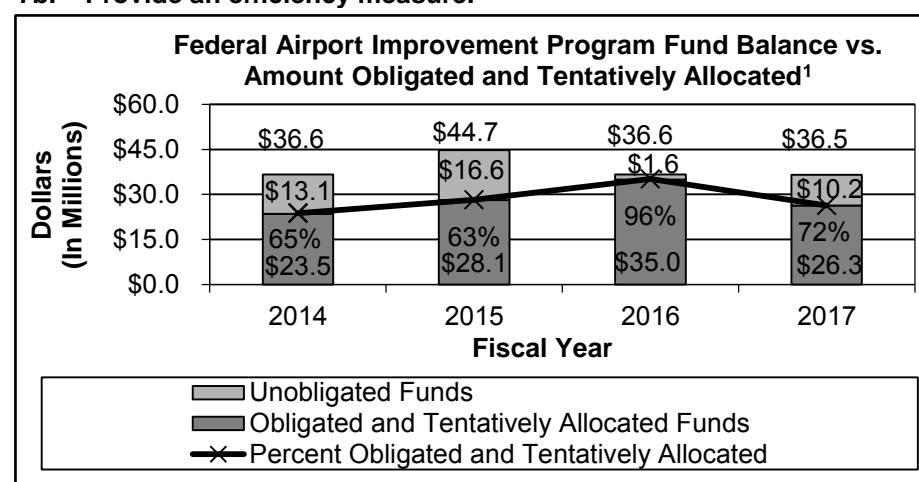
7a. Provide an effectiveness measure.



7c. Provide the number of clients/individuals served, if applicable.

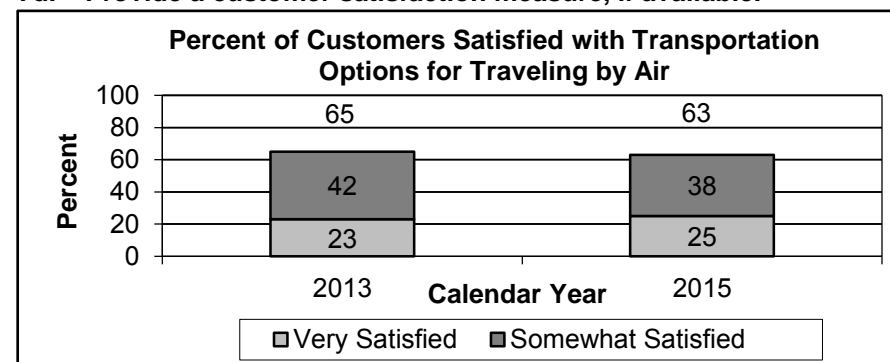
There are 76 airports eligible, and MoDOT administers Airport Improvement Program (AIP) funding for 70 of these airports. The remaining airports receive their AIP funding directly from the Federal Aviation Administration.

7b. Provide an efficiency measure.



<sup>1</sup>Tentatively allocated funds give airports authorization to negotiate a consultant agreement for design and are treated as a project commitment.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by air. No survey was conducted in calendar years 2014 and 2016.

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>              |                  |                |                  |                |                  |                 |                |                |
|---------------------------------|------------------|----------------|------------------|----------------|------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>            | <b>FY 2017</b>   | <b>FY 2017</b> | <b>FY 2018</b>   | <b>FY 2018</b> | <b>FY 2019</b>   | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>    | <b>ACTUAL</b>    | <b>ACTUAL</b>  | <b>BUDGET</b>    | <b>BUDGET</b>  | <b>DEPT REQ</b>  | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                     | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>    | <b>FTE</b>     | <b>DOLLAR</b>    | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>PORT AUTH FINANCIAL ASST</b> |                  |                |                  |                |                  |                 |                |                |
| <b>CORE</b>                     |                  |                |                  |                |                  |                 |                |                |
| PROGRAM-SPECIFIC                |                  |                |                  |                |                  |                 |                |                |
| STATE TRANSPORTATION FUND       | 600,000          | 0.00           | 600,000          | 0.00           | 600,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                      | 600,000          | 0.00           | 600,000          | 0.00           | 600,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                    | <b>600,000</b>   | <b>0.00</b>    | <b>600,000</b>   | <b>0.00</b>    | <b>600,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>              | <b>\$600,000</b> | <b>0.00</b>    | <b>\$600,000</b> | <b>0.00</b>    | <b>\$600,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: Port Authorities</b>  | <b>Budget Unit: <u>Multimodal Operations</u></b><br><br><b>HB Section: <u>04.515</u></b> |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
|---|--|------------------------|------------------|------------------|---|--|--|----|---------|-------|-------|---|-----------|-----|-----|-----|-----|--|-----------|-----|-----|-----|-----|--|------------|-----|-----|-----------|-----------|--|------------|-----|-----|-----|-----|--|--------------|------------|------------|------------------|------------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|--|--|-----------------------------------|--|--|--|--|--|----|---------|-------|-------|---|-----------|-----|-----|-----|-----|--|-----------|-----|-----|-----|-----|--|------------|-----|-----|-----|-----|--|------------|-----|-----|-----|-----|--|--------------|------------|------------|------------|------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|
| <b>1. CORE FINANCIAL SUMMARY</b>  |  |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Budget Request</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td><b>PS</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>EE</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>PSD</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$600,000</td> <td style="text-align: right;">\$600,000</td> <td></td> </tr> <tr> <td><b>TRF</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$600,000</b></td> <td style="text-align: right;"><b>\$600,000</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;"><b>HB 4</b></td> <td style="width: 15%; text-align: right;">\$0</td> <td style="width: 15%; text-align: right;">\$0</td> <td style="width: 15%; text-align: right;">\$0</td> <td style="width: 15%; text-align: right;">\$0</td> </tr> <tr> <td><b>HB 5</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> </tr> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes</i></p> |  | FY 2019 Budget Request |                  |                  |   |  |  | GR | Federal | Other | Total | E | <b>PS</b> | \$0 | \$0 | \$0 | \$0 |  | <b>EE</b> | \$0 | \$0 | \$0 | \$0 |  | <b>PSD</b> | \$0 | \$0 | \$600,000 | \$600,000 |  | <b>TRF</b> | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$600,000</b> | <b>\$600,000</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4" style="text-align: center;">FY 2019 Governor's Recommendation</th> <th></th> </tr> <tr> <th></th> <th style="text-align: center;">GR</th> <th style="text-align: center;">Federal</th> <th style="text-align: center;">Other</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">E</th> </tr> </thead> <tbody> <tr> <td><b>PS</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>EE</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>PSD</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>TRF</b></td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td style="text-align: right;">\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td style="text-align: right;"><b>\$0</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td style="text-align: right;"><b>0.00</b></td> <td></td> </tr> </tbody> </table> <table border="1" style="width: 100%; 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|   | FY 2019 Budget Request   |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
|   | GR   | Federal                | Other            | Total            | E |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>PS</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>EE</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>PSD</b>  | \$0  | \$0                    | \$600,000        | \$600,000        |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>TRF</b>  | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>Total</b>  | <b>\$0</b>   | <b>\$0</b>             | <b>\$600,000</b> | <b>\$600,000</b> |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b>      | <b>0.00</b>      |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>HB 4</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>HB 5</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
|   | FY 2019 Governor's Recommendation  |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
|   | GR   | Federal                | Other            | Total            | E |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>PS</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>EE</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>PSD</b>  | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>TRF</b>  | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>Total</b>  | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>       | <b>\$0</b>       |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b>      | <b>0.00</b>      |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>HB 4</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>HB 5</b>   | \$0  | \$0                    | \$0              | \$0              |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| Other Funds:     State Transportation Fund (0675)<br><br>Notes:   | Other Funds:<br><br>Notes:   |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>2. CORE DESCRIPTION</b>  |  |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their products to market in a cost-effective manner.   |  |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |  |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |
| Appropriated funds are distributed in July of each fiscal year by a formula developed in collaboration with the 14 port authorities and one tri-state port commission. The formula is based upon the development needs of each port facility, a three-year business plan, amount of cargo moved through the port and use of prior funding allocations.  |  |                        |                  |                  |   |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |           |           |  |            |     |     |     |     |  |              |            |            |                  |                  |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |  |  |                                   |  |  |  |  |  |    |         |       |       |   |           |     |     |     |     |  |           |     |     |     |     |  |            |     |     |     |     |  |            |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |             |     |     |     |     |

## CORE DECISION ITEM

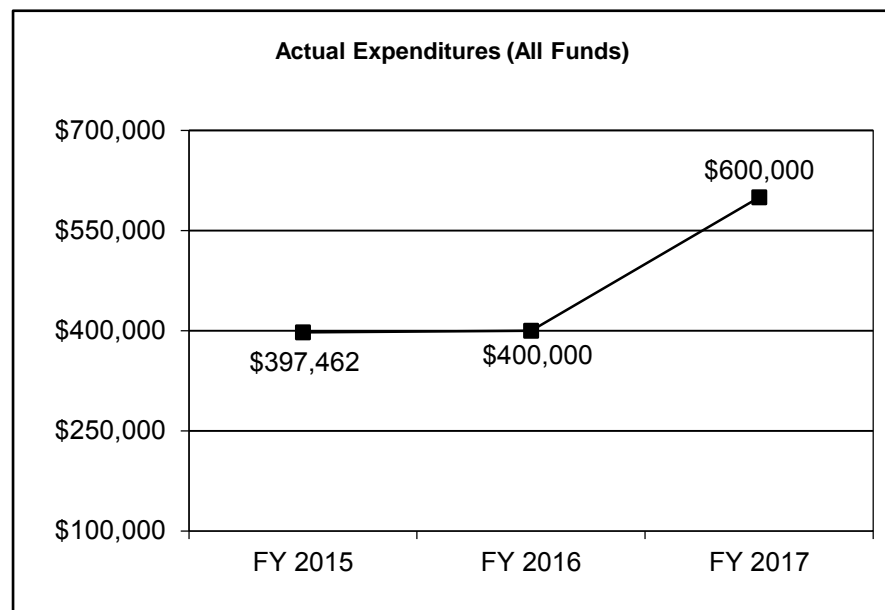
**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: Port Authorities**

**Budget Unit:** Multimodal Operations

**HB Section:** 04.515

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$400,000                 | \$400,000                 | \$600,000                 | \$600,000                      |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$400,000                 | \$400,000                 | \$600,000                 | N/A                            |
| Actual Expenditures (All Funds) | \$397,462                 | \$400,000                 | \$600,000                 | N/A                            |
| Unexpended (All Funds)          | \$2,538                   | \$0                       | \$0                       | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$2,538                   | \$0                       | \$0                       | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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STATE

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 PORT AUTH FINANCIAL ASST
 

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**5. CORE RECONCILIATION DETAIL**


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|                                    | Budget<br>Class | FTE         | GR       | Federal  | Other          | Total          | Explanation |
|------------------------------------|-----------------|-------------|----------|----------|----------------|----------------|-------------|
| <b>TAFP AFTER VETOES</b>           |                 |             |          |          |                |                |             |
|                                    | PD              | 0.00        | 0        | 0        | 600,000        | 600,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>600,000</b> | <b>600,000</b> |             |
| <b>DEPARTMENT CORE REQUEST</b>     |                 |             |          |          |                |                |             |
|                                    | PD              | 0.00        | 0        | 0        | 600,000        | 600,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>600,000</b> | <b>600,000</b> |             |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                 |             |          |          |                |                |             |
|                                    | PD              | 0.00        | 0        | 0        | 600,000        | 600,000        |             |
|                                    | <b>Total</b>    | <b>0.00</b> | <b>0</b> | <b>0</b> | <b>600,000</b> | <b>600,000</b> |             |

**DECISION ITEM DETAIL**

| Budget Unit                     | FY 2017          | FY 2017     | FY 2018          | FY 2018     | FY 2019          | FY 2019     | *****      | *****       |
|---------------------------------|------------------|-------------|------------------|-------------|------------------|-------------|------------|-------------|
| Decision Item                   | ACTUAL           | ACTUAL      | BUDGET           | BUDGET      | DEPT REQ         | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class             | DOLLAR           | FTE         | DOLLAR           | FTE         | DOLLAR           | FTE         | COLUMN     | COLUMN      |
| <b>PORT AUTH FINANCIAL ASST</b> |                  |             |                  |             |                  |             |            |             |
| <b>CORE</b>                     |                  |             |                  |             |                  |             |            |             |
| PROGRAM DISTRIBUTIONS           | 600,000          | 0.00        | 600,000          | 0.00        | 600,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>               | <b>600,000</b>   | <b>0.00</b> | <b>600,000</b>   | <b>0.00</b> | <b>600,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>              | <b>\$600,000</b> | <b>0.00</b> | <b>\$600,000</b> | <b>0.00</b> | <b>\$600,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                 | \$0              | 0.00        | \$0              | 0.00        | \$0              | 0.00        |            | 0.00        |
| FEDERAL FUNDS                   | \$0              | 0.00        | \$0              | 0.00        | \$0              | 0.00        |            | 0.00        |
| OTHER FUNDS                     | \$600,000        | 0.00        | \$600,000        | 0.00        | \$600,000        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.515

Program Name: Port Authorities

Program is found in the following core budget(s): Port Authorities

## 1a. What strategic priority does this program address?

Advance economic development

## 1b. What does this program do?

This program provides operating assistance to public port authorities to fund expenses such as salaries, utilities, outreach to prospective businesses, engineering for capital improvements and other general expenses. Ports are the on/off ramps for commerce on the Missouri and Mississippi rivers. Each loaded barge can carry 1,500 tons of bulk products such as fertilizer, grain, aggregate, steel and timber on the rivers in lieu of 58 or more semi trucks on congested roadways. Investments made at the ports create new jobs at the port itself as well as help businesses up to 150 miles away distribute their product to market in a cost-effective manner.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Article IV, Section 30(c), MO Constitution, 68.035, 68.065 and 226.225, RSMo.

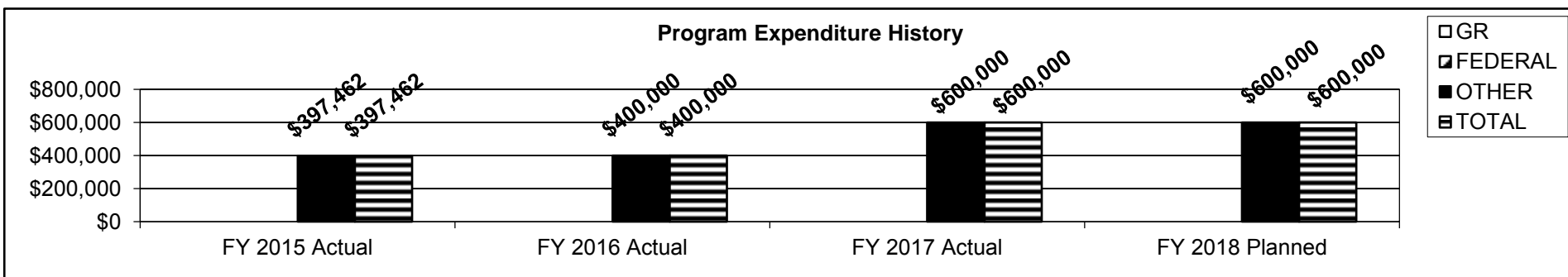
## 3. Are there federal matching requirements? If yes, please explain.

No

## 4. Is this a federally mandated program? If yes, please explain.

No

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

State Transportation Fund (0675)

## PROGRAM DESCRIPTION

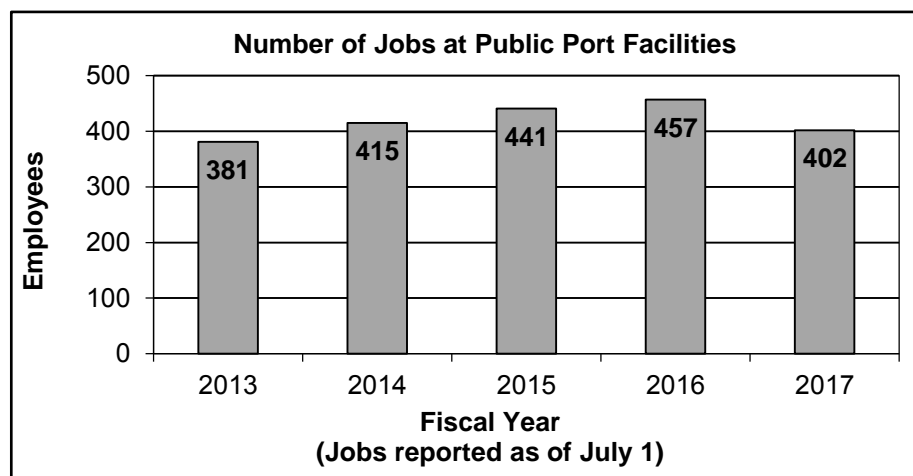
Department of Transportation

HB Section(s): 04.515

Program Name: Port Authorities

Program is found in the following core budget(s): Port Authorities

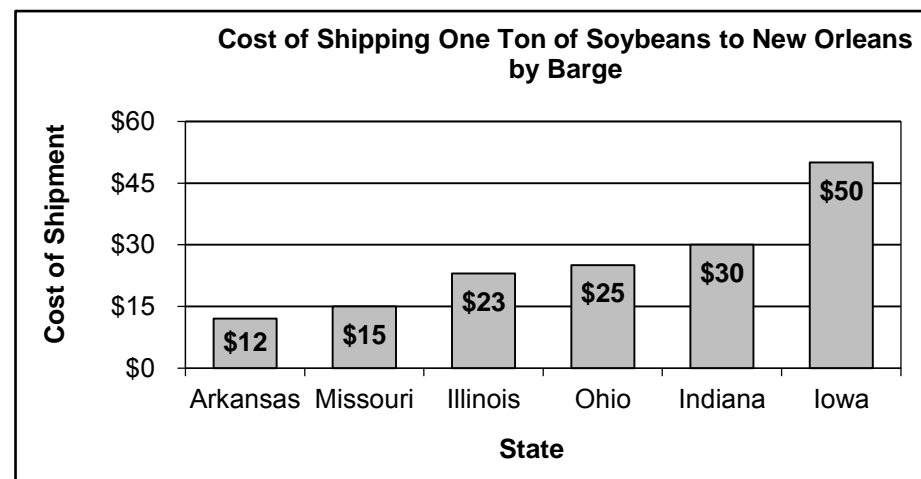
7a. Provide an effectiveness measure.



7c. Provide the number of clients/individuals served, if applicable.

There are 14 port authorities and one tri-state port commission in Missouri.

7b. Provide an efficiency measure.



7d. Provide a customer satisfaction measure, if available.

Work in progress



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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                   |                    |                |                    |                |                 |                 |                |                |
|--------------------------------------|--------------------|----------------|--------------------|----------------|-----------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                 | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>  | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>         | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b> | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                          | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>   | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>PORT AUTH CAPITAL IMPROVEMT P</b> |                    |                |                    |                |                 |                 |                |                |
| <b>CORE</b>                          |                    |                |                    |                |                 |                 |                |                |
| PROGRAM-SPECIFIC                     |                    |                |                    |                |                 |                 |                |                |
| GENERAL REVENUE                      | 1,035,597          | 0.00           | 1,500,000          | 0.00           | 0               | 0.00            | 0              | 0.00           |
| TOTAL - PD                           | 1,035,597          | 0.00           | 1,500,000          | 0.00           | 0               | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                         | <b>1,035,597</b>   | <b>0.00</b>    | <b>1,500,000</b>   | <b>0.00</b>    | <b>0</b>        | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                   | <b>\$1,035,597</b> | <b>0.00</b>    | <b>\$1,500,000</b> | <b>0.00</b>    | <b>\$0</b>      | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

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**CORE RECONCILIATION DETAIL**


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STATE  
PORT AUTH CAPITAL IMPROVEMT P

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**5. CORE RECONCILIATION DETAIL**


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|                                    |     |      | Budget<br>Class | FTE         | GR                 | Federal  | Other    | Total              | Explanation  |
|------------------------------------|-----|------|-----------------|-------------|--------------------|----------|----------|--------------------|--|
| <b>TAFP AFTER VETOES</b>           |     |      |                 |             |                    |          |          |                    |  |
|                                    |     |      | PD              | 0.00        | 1,500,000          | 0        | 0        | 1,500,000          |  |
|                                    |     |      | <b>Total</b>    | <b>0.00</b> | <b>1,500,000</b>   | <b>0</b> | <b>0</b> | <b>1,500,000</b>   |  |
| <b>DEPARTMENT CORE ADJUSTMENTS</b> |     |      |                 |             |                    |          |          |                    |  |
| Core Reduction                     | 115 | 2619 | PD              | 0.00        | (1,500,000)        | 0        | 0        | (1,500,000)        | Requesting Port CI funding in the<br>Capital Improvements House Bill |
| <b>NET DEPARTMENT CHANGES</b>      |     |      |                 | <b>0.00</b> | <b>(1,500,000)</b> | <b>0</b> | <b>0</b> | <b>(1,500,000)</b> |  |
| <b>DEPARTMENT CORE REQUEST</b>     |     |      |                 |             |                    |          |          |                    |  |
|                                    |     |      | PD              | 0.00        | 0                  | 0        | 0        | 0                  |  |
|                                    |     |      | <b>Total</b>    | <b>0.00</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           |  |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |     |      |                 |             |                    |          |          |                    |  |
|                                    |     |      | PD              | 0.00        | 0                  | 0        | 0        | 0                  |  |
|                                    |     |      | <b>Total</b>    | <b>0.00</b> | <b>0</b>           | <b>0</b> | <b>0</b> | <b>0</b>           |  |

**DECISION ITEM DETAIL**

| Budget Unit                          | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019    | FY 2019     | *****      | *****       |
|--------------------------------------|--------------------|-------------|--------------------|-------------|------------|-------------|------------|-------------|
| Decision Item                        | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ   | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                  | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR     | FTE         | COLUMN     | COLUMN      |
| <b>PORT AUTH CAPITAL IMPROVEMT P</b> |                    |             |                    |             |            |             |            |             |
| <b>CORE</b>                          |                    |             |                    |             |            |             |            |             |
| PROGRAM DISTRIBUTIONS                | 1,035,597          | 0.00        | 1,500,000          | 0.00        | 0          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                    | <b>1,035,597</b>   | <b>0.00</b> | <b>1,500,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                   | <b>\$1,035,597</b> | <b>0.00</b> | <b>\$1,500,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| <b>GENERAL REVENUE</b>               | <b>\$1,035,597</b> | <b>0.00</b> | <b>\$1,500,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>FEDERAL FUNDS</b>                 | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |            | <b>0.00</b> |
| <b>OTHER FUNDS</b>                   | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b>         | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |            | <b>0.00</b> |

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>                       |                |                |                     |                |                     |                 |                |                |
|--|----------------|----------------|---------------------|----------------|---------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>                     | <b>FY 2017</b> | <b>FY 2017</b> | <b>FY 2018</b>      | <b>FY 2018</b> | <b>FY 2019</b>      | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>             | <b>ACTUAL</b>  | <b>ACTUAL</b>  | <b>BUDGET</b>       | <b>BUDGET</b>  | <b>DEPT REQ</b>     | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                              | <b>DOLLAR</b>  | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>     | <b>DOLLAR</b>       | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>FED RAIL, PORT &amp; FREIGHT ASST</b> |                |                |                     |                |                     |                 |                |                |
| <b>CORE</b>                              |                |                |                     |                |                     |                 |                |                |
| PROGRAM-SPECIFIC                         |                |                |                     |                |                     |                 |                |                |
| MULTIMODAL OPERATIONS FEDERAL            | 0              | 0.00           | 26,000,000          | 0.00           | 26,000,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                               | 0              | 0.00           | 26,000,000          | 0.00           | 26,000,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                             | <b>0</b>       | <b>0.00</b>    | <b>26,000,000</b>   | <b>0.00</b>    | <b>26,000,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>                       | <b>\$0</b>     | <b>0.00</b>    | <b>\$26,000,000</b> | <b>0.00</b>    | <b>\$26,000,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |

## CORE DECISION ITEM

| <b>Department of Transportation</b><br><b>Division: Multimodal Operations</b><br><b>Core: Federal Rail, Port and Freight Assistance</b>   | <b>Budget Unit: Multimodal Operations</b><br><b>HB Section: 04.520</b> |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|---|--|------------------------|-------------|---------------------|---|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|--------------|-----|--------------|--|-----|-----|-----|-----|-----|--|--------------|------------|---------------------|------------|---------------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|--|--|-----------------------------------|--|--|--|--|--|----|---------|-------|-------|---|----|-----|-----|-----|-----|--|----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|-----|-----|-----|-----|-----|--|--------------|------------|------------|------------|------------|--|------------|-------------|-------------|-------------|-------------|--|-------------|-----|-----|-----|-----|--|-------------|-----|-----|-----|-----|--|
| <b>1. CORE FINANCIAL SUMMARY</b>  |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4">FY 2019 Budget Request</th> <th></th> </tr> <tr> <th></th> <th>GR</th> <th>Federal</th> <th>Other</th> <th>Total</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>EE</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td>\$0</td> <td>\$26,000,000</td> <td>\$0</td> <td>\$26,000,000</td> <td></td> </tr> <tr> <td>TRF</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$0</b></td> <td><b>\$26,000,000</b></td> <td><b>\$0</b></td> <td><b>\$26,000,000</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Budget Request |             |                     |   |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$26,000,000 | \$0 | \$26,000,000 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$26,000,000</b> | <b>\$0</b> | <b>\$26,000,000</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  | <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th colspan="4">FY 2019 Governor's Recommendation</th> <th></th> </tr> <tr> <th></th> <th>GR</th> <th>Federal</th> <th>Other</th> <th>Total</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>PS</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>EE</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>PSD</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td>TRF</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td><b>\$0</b></td> <td></td> </tr> <tr> <td><b>FTE</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td><b>0.00</b></td> <td></td> </tr> <tr> <td><b>HB 4</b></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> <tr> <td><b>HB 5</b></td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td>\$0</td> <td></td> </tr> </tbody> </table> <p><i>Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.</i></p> <p>Other Funds:</p> <p>Notes:</p> |  | FY 2019 Governor's Recommendation |  |  |  |  |  | GR | Federal | Other | Total | E | PS | \$0 | \$0 | \$0 | \$0 |  | EE | \$0 | \$0 | \$0 | \$0 |  | PSD | \$0 | \$0 | \$0 | \$0 |  | TRF | \$0 | \$0 | \$0 | \$0 |  | <b>Total</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |  | <b>FTE</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> | <b>0.00</b> |  | <b>HB 4</b> | \$0 | \$0 | \$0 | \$0 |  | <b>HB 5</b> | \$0 | \$0 | \$0 | \$0 |  |
|   | FY 2019 Budget Request   |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR   | Federal                | Other       | Total               | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0  | \$26,000,000           | \$0         | \$26,000,000        |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$26,000,000</b>    | <b>\$0</b>  | <b>\$26,000,000</b> |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | FY 2019 Governor's Recommendation                                      |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
|   | GR   | Federal                | Other       | Total               | E |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PS  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| EE  | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| PSD   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| TRF   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>Total</b>  | <b>\$0</b>   | <b>\$0</b>             | <b>\$0</b>  | <b>\$0</b>          |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>FTE</b>  | <b>0.00</b>  | <b>0.00</b>            | <b>0.00</b> | <b>0.00</b>         |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 4</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>HB 5</b>   | \$0  | \$0                    | \$0         | \$0                 |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>2. CORE DESCRIPTION</b>  |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. In fiscal year 2019, this appropriation will be used for any Federal Railroad Administration grants that may be awarded to MoDOT to be used at the terminal railroad facilities for Positive Train Control (PTC) implementation. PTC systems are integrated command, control, communications and information systems for controlling train movements with safety, security, precision and efficiency. PTC is federally mandated by the Rail Safety Improvement Act of 2008. In this act, PTC was to be implemented in Missouri by December 31, 2015; however, in late 2015, the PTC Enforcement and Implementation Act extended the deadline to December 31, 2018.</p>   |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <b>3. PROGRAM LISTING (list programs included in this core funding)</b>   |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |
| <p>Missouri has 14 port authorities and one three-state port commission and there are approximately 4,000 miles of main rail track, 2,500 miles of yard rail track and about 7,000 public and private crossings.</p>  |  |                        |             |                     |   |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |              |     |              |  |     |     |     |     |     |  |              |            |                     |            |                     |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |  |  |                                   |  |  |  |  |  |    |         |       |       |   |    |     |     |     |     |  |    |     |     |     |     |  |     |     |     |     |     |  |     |     |     |     |     |  |              |            |            |            |            |  |            |             |             |             |             |  |             |     |     |     |     |  |             |     |     |     |     |  |



## CORE DECISION ITEM

**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: Federal Rail, Port and Freight Assistance**

**Budget Unit:** Multimodal Operations

**HB Section:** 04.520

**4. FINANCIAL HISTORY**

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$1,000,000               | \$1,000,000               | \$3,000,000               | \$26,000,000                   |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$1,000,000               | \$1,000,000               | \$3,000,000               | N/A                            |
| Actual Expenditures (All Funds) | \$0                       | \$0                       | \$0                       | N/A                            |
| Unexpended (All Funds)          | \$1,000,000               | \$1,000,000               | \$3,000,000               | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$1,000,000               | \$1,000,000               | \$3,000,000               | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |
|                                 | <b>(1)</b>                | <b>(1)</b>                |                           |                                |

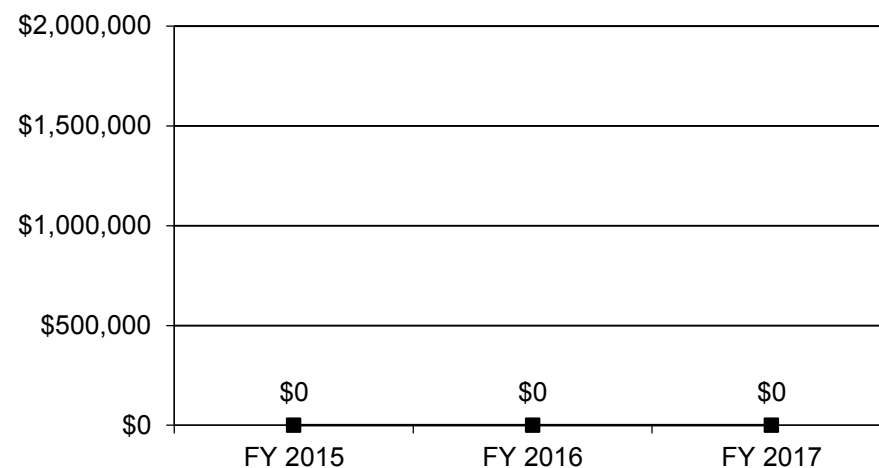
\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

**(1) Missouri has not received federal awards for Rail, Ports or Freight Assistance in this year.**

**Actual Expenditures (All Funds)**

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**CORE RECONCILIATION DETAIL**


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**STATE****FED RAIL, PORT & FREIGHT ASST**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b>    | <b>Other</b> | <b>Total</b>      | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|-------------------|--------------|-------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                   |              |                   |                    |
|                                    | PD                      | 0.00        | 0         | 26,000,000        | 0            | 26,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>26,000,000</b> | <b>0</b>     | <b>26,000,000</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                   |              |                   |                    |
|                                    | PD                      | 0.00        | 0         | 26,000,000        | 0            | 26,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>26,000,000</b> | <b>0</b>     | <b>26,000,000</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                   |              |                   |                    |
|                                    | PD                      | 0.00        | 0         | 26,000,000        | 0            | 26,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>26,000,000</b> | <b>0</b>     | <b>26,000,000</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                              | FY 2017    | FY 2017     | FY 2018             | FY 2018     | FY 2019             | FY 2019     | *****      | *****       |
|--|------------|-------------|---------------------|-------------|---------------------|-------------|------------|-------------|
| Decision Item                            | ACTUAL     | ACTUAL      | BUDGET              | BUDGET      | DEPT REQ            | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class                      | DOLLAR     | FTE         | DOLLAR              | FTE         | DOLLAR              | FTE         | COLUMN     | COLUMN      |
| <b>FED RAIL, PORT &amp; FREIGHT ASST</b> |            |             |                     |             |                     |             |            |             |
| <b>CORE</b>                              |            |             |                     |             |                     |             |            |             |
| PROGRAM DISTRIBUTIONS                    | 0          | 0.00        | 26,000,000          | 0.00        | 26,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                        | <b>0</b>   | <b>0.00</b> | <b>26,000,000</b>   | <b>0.00</b> | <b>26,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>                       | <b>\$0</b> | <b>0.00</b> | <b>\$26,000,000</b> | <b>0.00</b> | <b>\$26,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                          | \$0        | 0.00        | \$0                 | 0.00        | \$0                 | 0.00        |            | 0.00        |
| FEDERAL FUNDS                            | \$0        | 0.00        | \$26,000,000        | 0.00        | \$26,000,000        | 0.00        |            | 0.00        |
| OTHER FUNDS                              | \$0        | 0.00        | \$0                 | 0.00        | \$0                 | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.520

Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

## 1a. What strategic priority does this program address?

Operate a reliable and convenient transportation system

## 1b. What does this program do?

The appropriation provides MoDOT authority to spend funds received from federal grants associated with rail, port and freight improvements. In fiscal year 2019, this appropriation will be used for any Federal Railroad Administration grants that may be awarded to MoDOT to be used at the terminal railroad facilities for Positive Train Control (PTC) implementation. PTC systems are integrated command, control, communications and information systems for controlling train movements with safety, security, precision and efficiency. PTC is federally mandated by the Rail Safety Improvement Act of 2008. In this act, PTC was to be implemented in Missouri by December 31, 2015; however, in late 2015, the PTC Enforcement and Implementation Act extended the deadline to December 31, 2018.

## 2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)

Positive Train Control was authorized under the Rail Safety Improvement Act of 2008 (Public Law 110-432 Rail Safety Improvement Act of 2008).

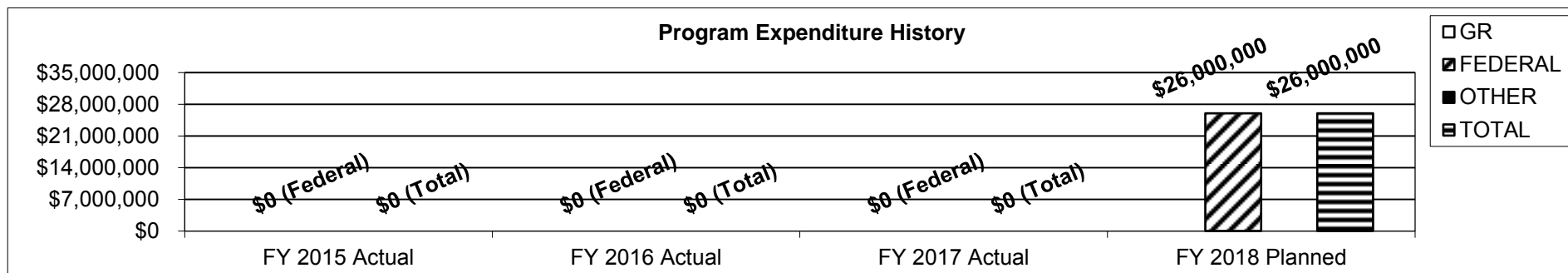
## 3. Are there federal matching requirements? If yes, please explain.

Yes, the required local fund match for Positive Train Control is 20 percent.

## 4. Is this a federally mandated program? If yes, please explain.

Positive Train Control is federally mandated by the Rail Safety Improvement Act of 2008.

## 5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.



## 6. What are the sources of the "Other " funds?

N/A

## PROGRAM DESCRIPTION

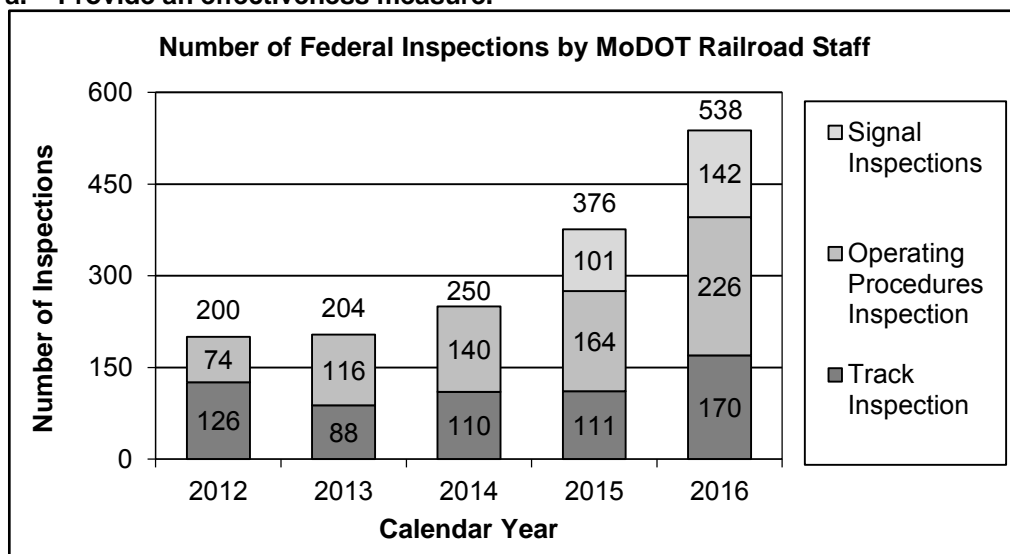
Department of Transportation

HB Section(s): 04.520

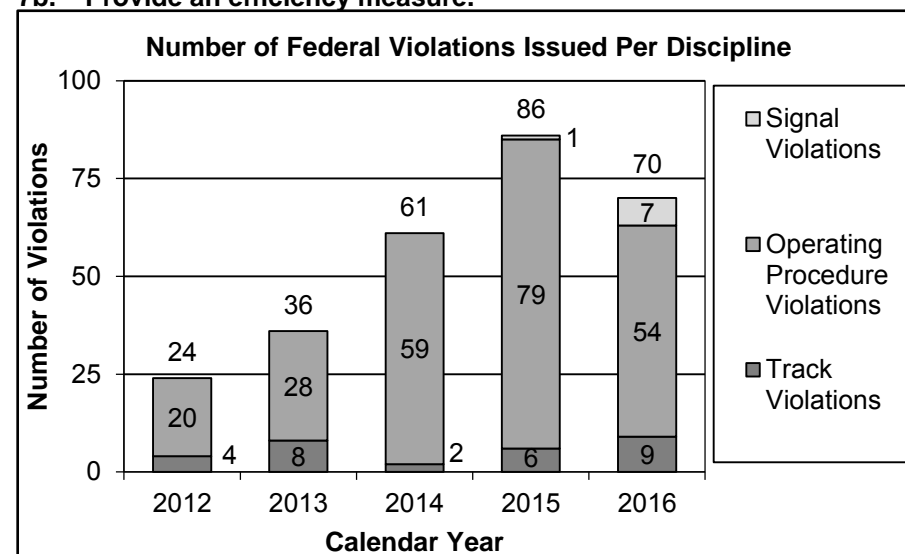
Program Name: Federal Rail, Port and Freight Assistance

Program is found in the following core budget(s): Federal Rail, Port and Freight Assistance

7a. Provide an effectiveness measure.



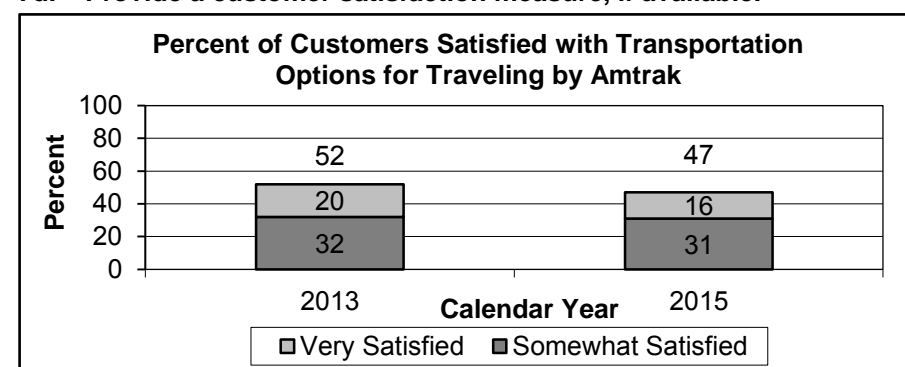
7b. Provide an efficiency measure.



7c. Provide the number of clients/individuals served, if applicable.

There are two class three terminal railroads in Kansas City and St. Louis.

7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options for traveling by Amtrak. No survey was conducted in calendar years 2014 and 2016.

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**DECISION ITEM SUMMARY**

| <b>Budget Unit</b>               |                    |                |                    |                |                    |                 |                |                |
|----------------------------------|--------------------|----------------|--------------------|----------------|--------------------|-----------------|----------------|----------------|
| <b>Decision Item</b>             | <b>FY 2017</b>     | <b>FY 2017</b> | <b>FY 2018</b>     | <b>FY 2018</b> | <b>FY 2019</b>     | <b>FY 2019</b>  | <b>*****</b>   | <b>*****</b>   |
| <b>Budget Object Summary</b>     | <b>ACTUAL</b>      | <b>ACTUAL</b>  | <b>BUDGET</b>      | <b>BUDGET</b>  | <b>DEPT REQ</b>    | <b>DEPT REQ</b> | <b>SECURED</b> | <b>SECURED</b> |
| <b>Fund</b>                      | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>     | <b>DOLLAR</b>      | <b>FTE</b>      | <b>COLUMN</b>  | <b>COLUMN</b>  |
| <b>FREIGHT ENHANCEMENT FUNDS</b> |                    |                |                    |                |                    |                 |                |                |
| <b>CORE</b>                      |                    |                |                    |                |                    |                 |                |                |
| PROGRAM-SPECIFIC                 |                    |                |                    |                |                    |                 |                |                |
| STATE TRANSPORTATION FUND        | 1,000,000          | 0.00           | 1,000,000          | 0.00           | 1,000,000          | 0.00            | 0              | 0.00           |
| TOTAL - PD                       | 1,000,000          | 0.00           | 1,000,000          | 0.00           | 1,000,000          | 0.00            | 0              | 0.00           |
| <b>TOTAL</b>                     | <b>1,000,000</b>   | <b>0.00</b>    | <b>1,000,000</b>   | <b>0.00</b>    | <b>1,000,000</b>   | <b>0.00</b>     | <b>0</b>       | <b>0.00</b>    |
| <b>GRAND TOTAL</b>               | <b>\$1,000,000</b> | <b>0.00</b>    | <b>\$1,000,000</b> | <b>0.00</b>    | <b>\$1,000,000</b> | <b>0.00</b>     | <b>\$0</b>     | <b>0.00</b>    |



## CORE DECISION ITEM

|  |   |                 |             |             |                                    |   |      |         |       |       |   |
|--|---|-----------------|-------------|-------------|------------------------------------|---|------|---------|-------|-------|---|
| Department of Transportation   |   |                 |             |             | Budget Unit: Multimodal Operations |   |      |         |       |       |   |
| Division: Multimodal Operations  |   |                 |             |             |                                    |   |      |         |       |       |   |
| Core: Freight Enhancement Funds  |   |                 |             |             | HB Section: 04.525                 |   |      |         |       |       |   |
| 1. CORE FINANCIAL SUMMARY  |   |                 |             |             |                                    |   |      |         |       |       |   |
| FY 2019 Budget Request   |   |                 |             |             | FY 2019 Governor's Recommendation  |   |      |         |       |       |   |
|  | GR  | Federal         | Other       | Total       | E                                  |   | GR   | Federal | Other | Total | E |
| PS   | \$0   | \$0             | \$0         | \$0         |                                    | PS  | \$0  | \$0     | \$0   | \$0   |   |
| EE   | \$0   | \$0             | \$0         | \$0         |                                    | EE  | \$0  | \$0     | \$0   | \$0   |   |
| PSD  | \$0   | \$0             | \$1,000,000 | \$1,000,000 |                                    | PSD   | \$0  | \$0     | \$0   | \$0   |   |
| TRF  | \$0   | \$0             | \$0         | \$0         |                                    | TRF   | \$0  | \$0     | \$0   | \$0   |   |
| Total  | \$0   | \$0             | \$1,000,000 | \$1,000,000 |                                    | Total   | \$0  | \$0     | \$0   | \$0   |   |
| FTE  | 0.00  | 0.00            | 0.00        | 0.00        |                                    | FTE   | 0.00 | 0.00    | 0.00  | 0.00  |   |
| HB 4   | \$0   | \$0             | \$0         | \$0         |                                    | HB 4  | \$0  | \$0     | \$0   | \$0   |   |
| HB 5   | \$0   | \$0             | \$0         | \$0         |                                    | HB 5  | \$0  | \$0     | \$0   | \$0   |   |
| Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation.  |   |                 |             |             |                                    | Note: Fringes budgeted in House Bill 5 except for certain fringes budgeted directly to MoDOT, Highway Patrol, and Conservation. |      |         |       |       |   |
| Other Funds: State Transportation Fund (0675)  |   |                 |             |             |                                    | Other Funds:  |      |         |       |       |   |
| Notes:   |   |                 |             |             |                                    | Notes:  |      |         |       |       |   |
| 2. CORE DESCRIPTION  |   |                 |             |             |                                    |   |      |         |       |       |   |
| This appropriation establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attract new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all US households is a natural advantage to attract freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation. |   |                 |             |             |                                    |   |      |         |       |       |   |
| 3. PROGRAM LISTING (list programs included in this core funding)   |   |                 |             |             |                                    |   |      |         |       |       |   |
| Project applications will be solicited for fiscal year 2019 funding in May 2018. Applicants can be any public, private or not-for-profit entity. The applications are evaluated and prioritized based on the Missouri State Freight Plan. Previous projects funded through this program include rail improvements at public ports, customs facilities at airport, warehouse modifications at airport, rail switching upgrades and various public port capital needs.   |   |                 |             |             |                                    |   |      |         |       |       |   |
| Fiscal Year 2018 Project List  |   |                 |             |             |                                    |   |      |         |       |       |   |
| Entity   | Project Description   | Funds Allocated | Local Match | Total Cost  |                                    |   |      |         |       |       |   |
| Pemiscot County Port Authority   | Complete construction of rail/truck transload facility        | \$500,000       | \$126,000   | \$626,000   |                                    |   |      |         |       |       |   |
| Pettis County  | Using abandoned UP track to create rail loop to open megasite | \$116,250       | \$38,750    | \$155,000   |                                    |   |      |         |       |       |   |
| City of Sedalia  | Using abandoned UP track to create rail loop to open megasite | \$383,750       | \$4,116,250 | \$4,500,000 |                                    |   |      |         |       |       |   |
|  |   | \$1,000,000     | \$4,281,000 | \$5,281,000 |                                    |   |      |         |       |       |   |

## CORE DECISION ITEM

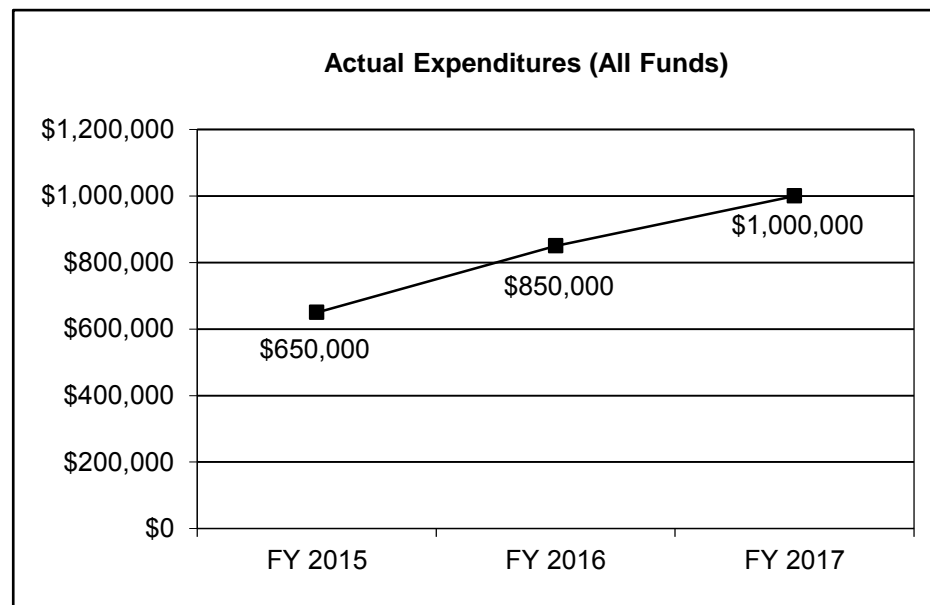
**Department of Transportation**  
**Division: Multimodal Operations**  
**Core: Freight Enhancement Funds**

**Budget Unit:** Multimodal Operations

**HB Section:** 04.525

## 4. FINANCIAL HISTORY

|                                 | <b>FY 2015<br/>Actual</b> | <b>FY 2016<br/>Actual</b> | <b>FY 2017<br/>Actual</b> | <b>FY 2018<br/>Current Yr.</b> |
|---------------------------------|---------------------------|---------------------------|---------------------------|--------------------------------|
| Appropriation (All Funds)       | \$650,000                 | \$850,000                 | \$1,000,000               | \$1,000,000                    |
| Less Reverted (All Funds)       | \$0                       | \$0                       | \$0                       | N/A                            |
| Less Restricted (All Funds)*    | \$0                       | \$0                       | \$0                       | N/A                            |
| Budget Authority (All Funds)    | \$650,000                 | \$850,000                 | \$1,000,000               | N/A                            |
| Actual Expenditures (All Funds) | \$650,000                 | \$850,000                 | \$1,000,000               | N/A                            |
| Unexpended (All Funds)          | \$0                       | \$0                       | \$0                       | N/A                            |
| Unexpended, by Fund:            |                           |                           |                           |                                |
| General Revenue                 | \$0                       | \$0                       | \$0                       | N/A                            |
| Federal                         | \$0                       | \$0                       | \$0                       | N/A                            |
| Other                           | \$0                       | \$0                       | \$0                       | N/A                            |



\*Restricted amount is as of 9/20/17

Reverted includes the statutory three percent reserve amount (when applicable).

Restricted includes any Governor's Expenditure Restrictions which remained at the end of the fiscal year (when applicable).

**NOTES:**

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**CORE RECONCILIATION DETAIL**


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**STATE****FREIGHT ENHANCEMENT FUNDS**


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**5. CORE RECONCILIATION DETAIL**


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|                                    | <b>Budget<br/>Class</b> | <b>FTE</b>  | <b>GR</b> | <b>Federal</b> | <b>Other</b>     | <b>Total</b>     | <b>Explanation</b> |
|------------------------------------|-------------------------|-------------|-----------|----------------|------------------|------------------|--------------------|
| <b>TAFP AFTER VETOES</b>           |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,000,000        | 1,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,000,000</b> | <b>1,000,000</b> |                    |
| <b>DEPARTMENT CORE REQUEST</b>     |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,000,000        | 1,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,000,000</b> | <b>1,000,000</b> |                    |
| <b>GOVERNOR'S RECOMMENDED CORE</b> |                         |             |           |                |                  |                  |                    |
|                                    | PD                      | 0.00        | 0         | 0              | 1,000,000        | 1,000,000        |                    |
|                                    | <b>Total</b>            | <b>0.00</b> | <b>0</b>  | <b>0</b>       | <b>1,000,000</b> | <b>1,000,000</b> |                    |

**DECISION ITEM DETAIL**

| Budget Unit                      | FY 2017            | FY 2017     | FY 2018            | FY 2018     | FY 2019            | FY 2019     | *****      | *****       |
|----------------------------------|--------------------|-------------|--------------------|-------------|--------------------|-------------|------------|-------------|
| Decision Item                    | ACTUAL             | ACTUAL      | BUDGET             | BUDGET      | DEPT REQ           | DEPT REQ    | SECURED    | SECURED     |
| Budget Object Class              | DOLLAR             | FTE         | DOLLAR             | FTE         | DOLLAR             | FTE         | COLUMN     | COLUMN      |
| <b>FREIGHT ENHANCEMENT FUNDS</b> |                    |             |                    |             |                    |             |            |             |
| <b>CORE</b>                      |                    |             |                    |             |                    |             |            |             |
| PROGRAM DISTRIBUTIONS            | 1,000,000          | 0.00        | 1,000,000          | 0.00        | 1,000,000          | 0.00        | 0          | 0.00        |
| <b>TOTAL - PD</b>                | <b>1,000,000</b>   | <b>0.00</b> | <b>1,000,000</b>   | <b>0.00</b> | <b>1,000,000</b>   | <b>0.00</b> | <b>0</b>   | <b>0.00</b> |
| <b>GRAND TOTAL</b>               | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$1,000,000</b> | <b>0.00</b> | <b>\$0</b> | <b>0.00</b> |
| GENERAL REVENUE                  | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| FEDERAL FUNDS                    | \$0                | 0.00        | \$0                | 0.00        | \$0                | 0.00        |            | 0.00        |
| OTHER FUNDS                      | \$1,000,000        | 0.00        | \$1,000,000        | 0.00        | \$1,000,000        | 0.00        |            | 0.00        |

## PROGRAM DESCRIPTION

Department of Transportation

HB Section(s): 04.525

Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds

**1a. What strategic priority does this program address?**

Advance economic development

**1b. What does this program do?**

This program establishes funding for non-highway freight-focused capital improvement projects to increase use of waterways, rail and air; remove modal bottlenecks; and improve connections between modes. The funding provides no more than 80 percent of the total cost of projects with local entities providing the remaining amount. Freight efficiency depends upon the connectivity, safety, reliability and condition of the transportation system. Maintaining low transportation costs is critical to retain and expand current businesses in Missouri and attracting new businesses to create new employment. Missouri's central location within 600 miles of 50 percent of all US households is a natural advantage to attract freight industry. Missouri's transportation assets in rail, water, interstate highways and airports combined with Missouri's strategic location provides great opportunity to become the freight center of the nation. Continued investment in these transportation assets is critical to leverage Missouri's central location for business growth and job creation.

**2. What is the authorization for this program, i.e., federal or state statute, etc.? (Include the federal program number, if applicable.)**

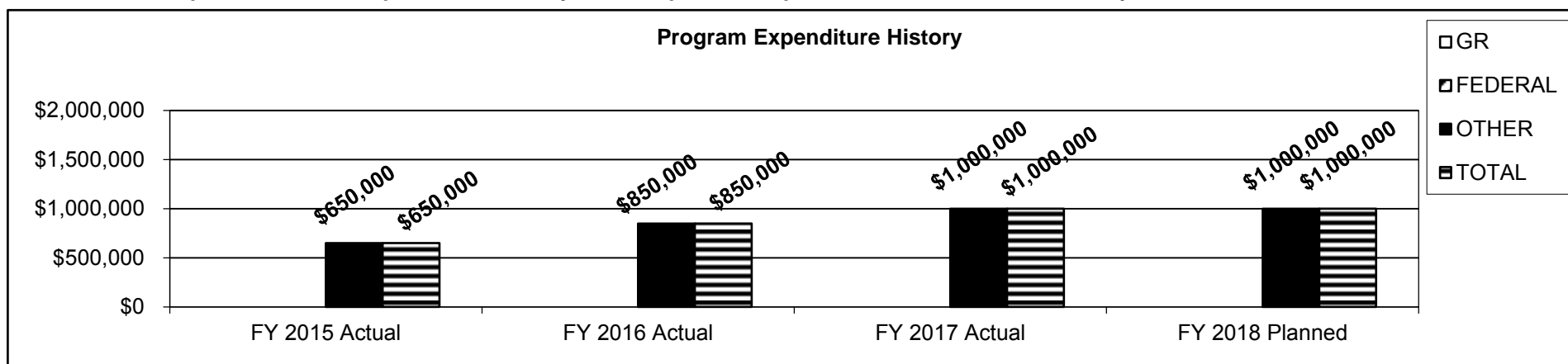
Article IV, Section 30(c), MO Constitution and 226.225, RSMo.

**3. Are there federal matching requirements? If yes, please explain.**

No

**4. Is this a federally mandated program? If yes, please explain.**

No

**5. Provide actual expenditures for the prior three fiscal years and planned expenditures for the current fiscal year.****6. What are the sources of the "Other " funds?**

State Transportation Fund (0675)

## PROGRAM DESCRIPTION

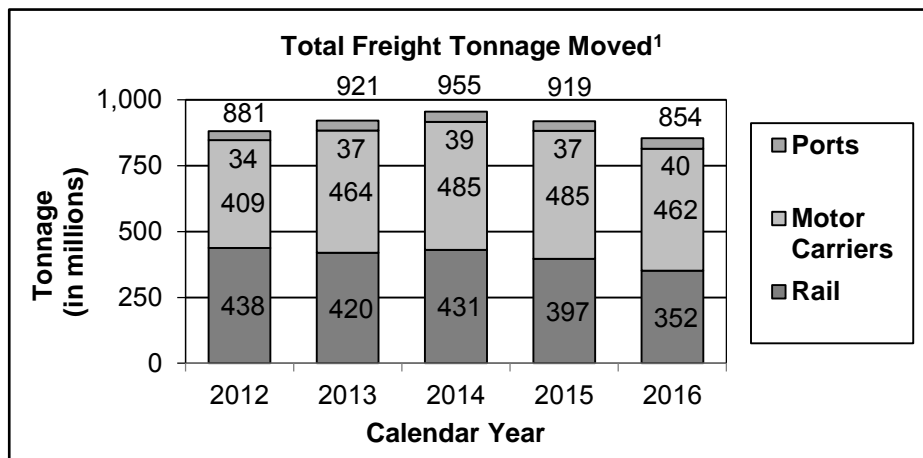
Department of Transportation

HB Section(s): 04.525

Program Name: Freight Enhancement Funds

Program is found in the following core budget(s): Freight Enhancement Funds

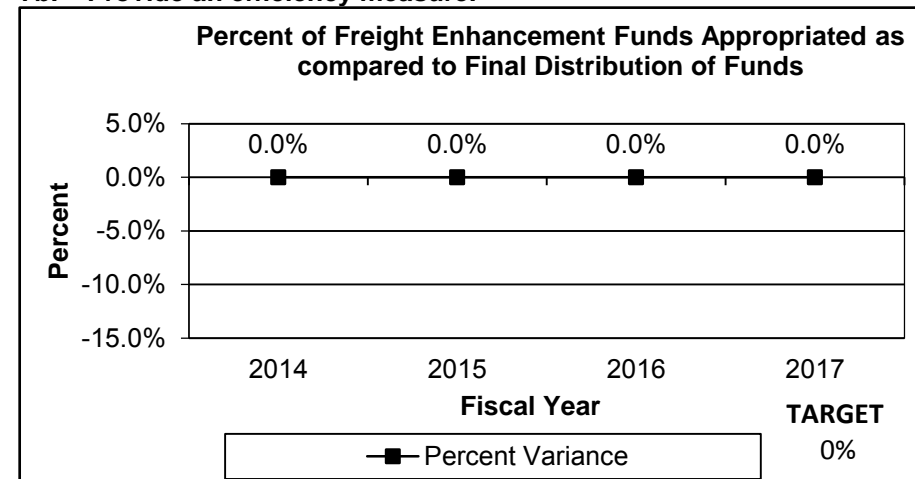
7a. Provide an effectiveness measure.

<sup>1</sup>Includes Aviation tonnage; however, it is a minimal amount of 300 tons or less.

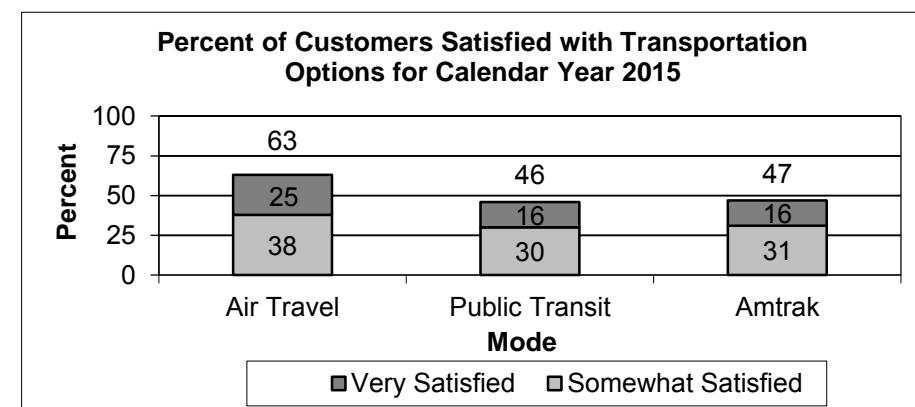
7c. Provide the number of clients/individuals served, if applicable.

Missouri has 14 port authorities and one three-state port commission, 1,050 miles of navigable waterways, over 3,800 public highway-rail crossings and 4,800 miles of mainline rail track, 1,350 miles of interstate highways and 123 public use airports including 35 airports with runways greater than 5,000 feet.

7b. Provide an efficiency measure.



7d. Provide a customer satisfaction measure, if available.



Data is collected through a telephone survey from interviews of approximately 3,500 randomly selected adult Missourians. MoDOT's customer is the public. The graph measures the public's perception of MoDOT's performance in providing transportation options.

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